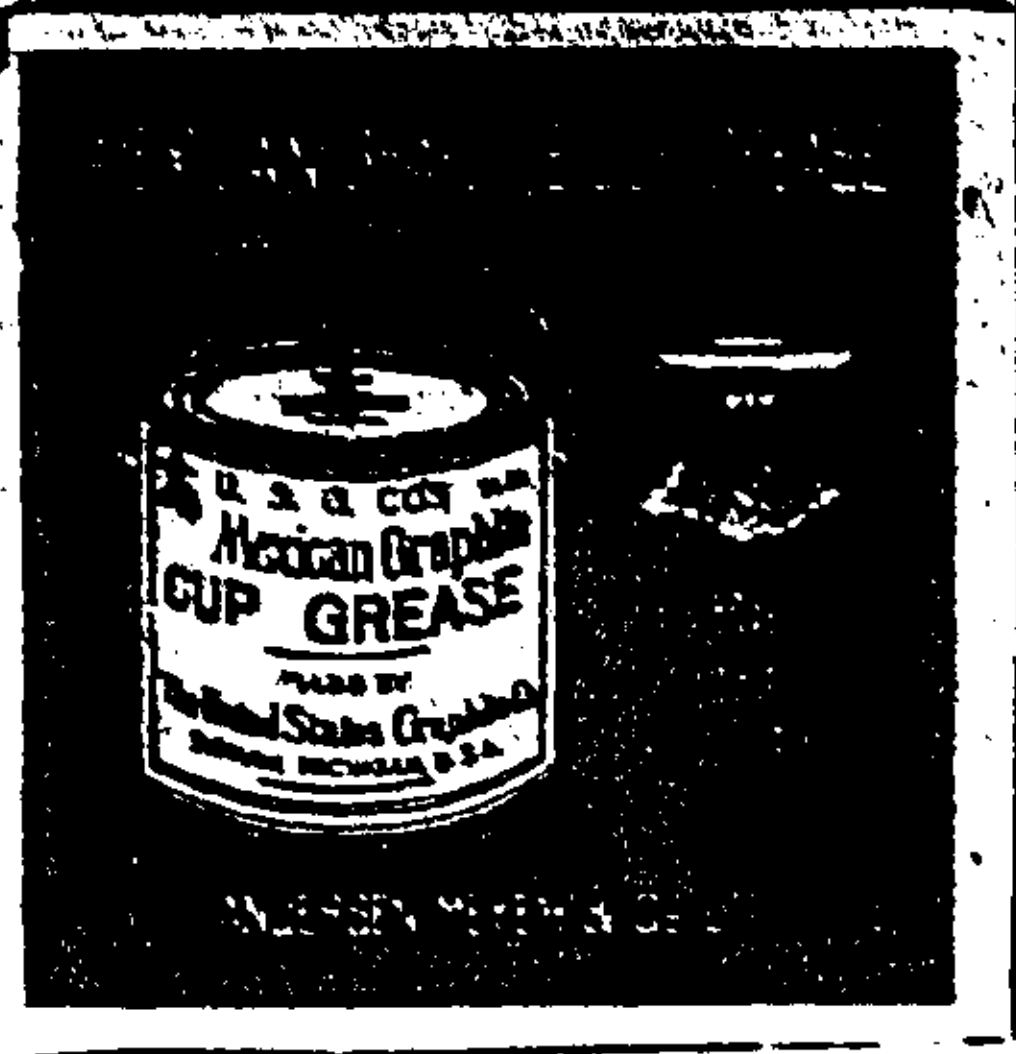




The Hongkong Telegraph.

(ESTABLISHED 1881).

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REUTER'S TELEGRAMS.

ITALY AND FRANCE.

PREMIERS' CONFERENCE ENDS

London, September 13.
The French and Italian Premiers are meeting at present at Aix-les-Bains, discussing important subjects with the object of arriving at a common agreement on points, on which the two countries have hitherto differed.
According to accounts in the French press, M. Millerand remains adamant against the recognition of the Soviet while Signor Giolitti, though not formally recognising the Moscow Government, is prepared to receive a Russian Mission in Rome. France is said to be ready to abandon her share of the Austro-Hungarian fleet in Italy's favour on condition that Italy places no obstruction in the way of the economic reparations that Germany owes France. Both Premiers have agreed to a postponement of the Geneva Conference, where the Germans were to discuss with the Allies their financial obligations and the means of carrying them out. They have discussed the question of cancelling the Conference entirely.

AN OFFICIAL STATEMENT.

Aix-les-Bains, September 14.
At the conclusion of the Giolitti-Millerand Conference the Prime Minister approved of the publication of the statement that they had found their common interests in every way easily reconcilable. They emphasise that the primary basis of peace is more especially an agreement in Europe of Great Britain, Italy and France. They declare that such wars as the Russo-Polish war must be ended and also that hostilities between Turkish Nationalists and the Constantinople Government must stop. Agreement is recorded as regards Turkey's integrity and the recognition of the desirability of friendly collaboration in the development of Franco-Italian interests in Asia-Minor and the avoidance of competition between their respective nationals. As regards the thorny question of policy towards Russia, the Premiers record that "the Governments of Italy and France will respect their mutual freedom of action as regards the Soviet Government."

KAMENEFF COMPLAINS.

ACCUSATIONS AGAINST MR. LLOYD GEORGE.

London, September 13.
It now transpires that before leaving London, M. Kameneff sent a letter to certain M.P.'s protesting against the circumstances attending his departure. He bitterly accuses Mr. Lloyd George, during his stay, of using every means to delay the approach of peace negotiations. He alleges that the Prime Minister decided to hide the breach under a cloud of accusations against himself officially, the four counts being participation in the realisation of the Russian Jewels in Britain, subsidising the *Daily Herald*, having relations with the Council of Action and incorrect transmission of the Russian conditions for an armistice with Poland.
M. Kameneff, dealing with these charges of *corruption*, declares that he had nothing to do with the realisation of the jewels. He had, in neither his personal nor official capacity, had no dealings whatsoever with the *Daily Herald* or any newspaper and he clearly informed the Council of Action, when the latter visited him, that he was under an obligation not to do anything beyond communicating the bare facts. As regards the Polish armistice, he asserts that the Soviet abandoned the point about the Workers' Militia in Poland as the result of his representations. He says the introduction of this point is all the more hypocritical because the Prime Minister might have used it three weeks back if he considered it an obstacle to the pursuit of peace negotiations. He expresses regret that the Government has broken off negotiations owing to paltry and unproved accusations supplied by subordinate secret police agents.

"ENTIRELY UNTRUE."

London, September 14.
M. Kameneff's statements, cabled last evening, are entirely untrue, most of which bear their own contradiction. If necessary, a great deal more can be said by the British Government.

THE COAL CRISIS.

ILLUMINATING GOVERNMENT FIGURES.

London, September 13.
Apocryphal the question of the present distribution of the coal output a White Paper shows that during quarter ending June 30, 53,000,000 tons of coal were produced, of which mine consumption and miners coal absorbed nearly one-tenth. Approximately 9,500,000 million tons were exported. The costs of production totalled £38,000,000, of which £66,000,000 were paid out in wages. The tonnage raised per person was 49.33. The return shows that the gross profits on coal mining were £3,000,000 for the June quarter but this amount is subject to charges for interest, depreciation, owners' profits, and capital adjustments, making the net profits for the quarter £750,000 or £3,000,000 a year. In this connection it is pointed out that Mr. Smillie's case for a 14s. 2d. reduction in the price of coal is based on his assumption that the industry gives a year's surplus of £66,000,000. Consequently, it is claimed that the return completely explodes the miners' case. The figures show, moreover, that the average earnings of the coal-workers of all grades are £226 a year against £22 pre-war. Compared with the previous quarter the output from the mines has decreased, approximately, by 4,000,000 tons, while coal exported has decreased by nearly 2,500,000 tons.

OBITUARY.

London, September 14.
The death is announced of Sir William Sutherland, Coalition Liberal M.P. for Argyllshire.

London, September 13.
The death is announced of Baron Murray of Elibank, a Director of the Bank of India, and Under-Secretary for India, and

REUTER'S TELEGRAMS.

THE MESOPOTAMIAN SITUATION.

LATEST WAR OFFICE REPORT.

London, September 14.
The Civil Commissioner at Bagdad, telegraphing yesterday, states that Captain Lloyd, mentioned on the 7th inst., has been released.
A War Office Mesopotamia communique reports that block-house construction is continuing in face of consistent sniping which is causing slight casualties. Small bands of insurgents made nocturnal attacks on blockhouses on the Bagdad-Feridjah Railway. The column mentioned on the 11th inst., which left Bagdad on the 6th, advanced without opposition over fifty miles to Abujirah, when it was met and forced back by insurgents, estimated to number 600, to the Morat canal, from where the latter were put out of action by cavalry. The insurgents retired to Sharabat, where the column arrived on the 10th inst. and exacted a fine of rifles from the hostile inhabitants. One of the murderers of Captain Buchanan was tried and executed. In the meantime, 300 insurgents attacked a post to the left of Abujirah but was scattered by the timely appearance of an aeroplane, which bombed and machine-gunned them. Determined insurgents made an attack on the rail station at Samarra on the 11th but were repulsed after nine hours.

ROLLS-ROYCE CARS.

NEEDED FOR MESOPOTAMIA.

London, September 13.
With regard to statements that the Government is buying Rolls-Royce cars and that the Rolls-Royce Company is consequently asking private purchasers to agree to postponement of delivery, the War Office points out that the purchase of Rolls-Royce chassis is necessitated by circumstances in Mesopotamia, where British armoured cars are being rapidly worn out and require immediate replacement. In view of the situation in Mesopotamia and the protection of British detachments and women and children, it is thought that prospective buyers of Rolls-Royces would not object to a short postponement in delivery.

THE ITALIAN REVOLT.

WORKERS NOW CALMING DOWN.

London, September 14.
A message from Milan says the Italian workers are apparently calming down in consequence of the defeat of the extremists, who urged immediate commandeering of factories throughout the country. Meanwhile, the Labour Federation, which has undertaken to conduct affairs, has approached the metal workers with a view to finding a solution. The Federation, *inter alia*, favours syndical control.

THE IRISH SITUATION.

AN ADDITIONAL UNDER SECRETARY.

London, September 13.
An additional Assistant Under-Secretary for Ireland is about to be appointed, with an office in Belfast, who will deal with all problems arising in the six counties of Ulster.
An announcement will shortly be made with reference to enrolment of well-disposed citizens to assist the authorities.

THE COMMUNIST PARTY.

REJECTION BY LABOUR.

London, September 14.
The National Executive of the Labour Party has refused an application for affiliation by the new Communist Party, which advocates a Soviet system of dictatorship by the proletariat and adherence to the Third International.

LORD MILNER'S RETIREMENT?

NOTHING KNOWN AT COLONIAL OFFICE.

London, September 13.
Nothing is known at the Colonial Office confirming the report of the retirement of Lord Milner.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

GLUT OF RUBBER.

Singapore, September 14.
Mr. MacFadyen, the well-known rubber director, cables from London urging restriction of output. Otherwise, the December stock in London will reach 8,000 tons. He says that the market is glutted with rubber.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, September 14.
Li Shun, Tschun of Kiangsu, has drafted all the terms for peace between the North and South, but demands joint responsibility from Tso Kwan and Chang Jih-hin.
Liang Shi-ye has been appointed as chief of the National Loan Bureau. He proposes to borrow a National Loan of 70 million dollars for a short term of six years, to be secured on the Customs surplus at 6% per annum, and repaid in 12 instalments. The bonds will be issued in October and will close in January next year. The money will be used to reorganise the currency system and to redeem the old bank notes of the Banks of China and Communication.
It is believed in Peking that peace will be easily concluded with the two Kwangs, but that it will be very hard to deal with Yunnan.
The U.S. Minister in Peking has taken a very keen interest in the famine in the Northern provinces, and has wired to the Red Cross Society in Washington to render assistance.

INTERVIEW WITH M. PAINLEVE.

REFERENCE TO SHANTUNG.

EX-PREMIER TO LEAVE HONGKONG BY SEAPLANE.

Important measures for the establishment of a closer bond between the French and Chinese nations have been arranged as a result of the visit of M. Painleve to the Far East. On the point of a better understanding between the two Republics, in the matter of moral and intellectual relations, M. Painleve's task, which he willingly undertook at the request of the Chinese nation, has been highly successful, and with the recognition manifested by the two countries, which took a practical form in the encouragement given to Chinese students to visit France, much good has been wrought.

Concerning the plans and future progress which are now wrapped up in the problem of the education of the Chinese student, M. Painleve, interviewed by a representative of the *Telegraph* yesterday, was good enough to communicate the intentions of the respective Governments. The Chinese student who goes to France, he said, now assured of every facility for his education, in Paris there has been established the High Technical School where some 200 Chinese students are now being initiated into the higher courses of engineering, electricity, hydrology, medicine and other spheres of science. Being himself President of this Institute, as well as being closely informed regarding the various Institutes where Chinese students receive their training, M. Painleve is in a position to speak as an authority on his subject. The aptitude and progress shown by the Chinese students, he remarked, gives the greatest hopes of their usefulness in the future industrial and civic welfare of China.

For more than ten years, M. Painleve has closely interested himself in the affairs of China, and it has given him great pleasure to be able to plan several measures which will contribute to the welfare of Chinese students in France. As a result of his conference with the President of the Chinese Republic, he told our representative, a branch of the University of Paris will be shortly established in China to give training in the scientific courses, while plans are being pushed ahead for the completion of a big hostel in Lyons where Chinese students attending the schools in that city will be lodged. This establishment, which has been converted from an old fort, called the St. Irene, will relieve to some extent the work of the Franco-Chinese Students' Association.

Notwithstanding recent serious events in China—he had seen a war and a famine whilst in the North—M. Painleve was firmly convinced that a bright future is ahead for China, because he had observed the indications of a growing public spirit, whilst amongst the Chinese. He believed that the progress of China would be much quicker than most people realise, that in another 20 or 30 years, the "Yellow" will make considerable strides in the modern world, and that the Chinese will be able to stand on their own feet.

the Occident. The part which those Chinese students who are pursuing their Occidental studies will contribute will be enormous, as there are so many needs that have to be attended to, including facilities in communications, such as railways, roads, aviation and marine transport. Flying machines will be able to help materially in the exploitation of the resources which the want of adequate means of transport now leaves idle.

On the Shantung question, M. Painleve said that his views were best expressed in the three words "right," "equity" and "justice." The rights of weaker or smaller nations should be respected. The policy followed by France in this matter would be that of pacification which would also apply to the whole of the Far East in so far as it calls for recognition of equal opportunities for every nation on the Pacific.

It was with deep feeling that M. Painleve spoke of the warm reception he had met with during his stay in China. He said the Chinese people, from the worker and the merchant to the official, all accorded him a welcome the cordiality of which had greatly encouraged him in his mission. His visit to China will be for him a pleasant remembrance to look back upon.

Mr. Painleve had a difficult task to perform during the late war. Together with M. Clemenceau and M. Foincare, he was one of the three leading figures in the management of France's affairs right through the crisis of the war, and he is the holder of many distinctions. Soon after the outbreak of the war and until a year later, he was Minister of Inventions, held the portfolio of the Ministry of War between 1915-1916, and was Premier during the following year. He resigned from this post and is now Deputy for Paris.

The former Premier was to have left this morning for Indo-China where he will be the guest of the Governor General, M. Long, who was at one time Food Controller at Paris during the Premiership of M. Painleve. Taking a different means of travel from that of his Secretary, who this morning left by the Andre Lebou, M. Painleve is to leave in a seaplane which M. Ricou is bringing over from Macao. The journey to Haiphong is expected to be accomplished in six hours, thus saving a big slice of time compared with the three days' period it takes to travel in the ordinary way. The machine used is one of the bigger types, similar to the one used in the recent flight to Shanghai. It is piloted by M. Ricou himself with the assistance of two mechanicians. M. Painleve will be the only passenger.

Later.
Up to 3 o'clock this afternoon, no news had been received from M. Ricou, who last night left for Macao to bring over the plane. The arrangements were for M. Painleve, to leave this morning, and to reach Haiphong in the evening, after a stop en route at Fort Bayard (Kwong-chau Wan). A telegram was this morning dispatched by the French Consul to M. Ricou requesting information on his plans, but up to the time of writing nothing has been heard from him. At noon to-day M. Painleve received the members of the French community in the French Chamber of Commerce, at Alexander Buildings. There was a large gathering, the reunion being marked by many expressions of sympathy towards the

MANILA COLLISION.

THE "YUENSANG" FOULED.

We are informed that during the recent typhoon in Manila, the s.s. Yuensang was making for shelter when the s.s. Montrose broke adrift and fouled the former vessel. The Yuensang was not greatly damaged, but the other ship sustained a broken rudder-post and other injuries.
It is stated that the s.s. Wing-sang will shortly be despatched for Manila to tow the Montrose to Hongkong.

MARINE COURT.

PROSECUTION FAILS.

Yesterday at the Marine Court, before Commander C. W. Beckwith, R.N., Marine Magistrate, P.C. Scott, prosecuted the master of the Chinese Maritime Customs steam launch Kowloon Tsai for failing to observe the rule of the road on the 7th instant in the harbour.

The defendant pleaded not guilty.

The P.C. said that at 7 p.m. on the 7th instant he was on duty in the harbour and when off Ah King's the launch Kowloon Tsai came up from astern on the port quarter and crossed the bow of the police launch, and then went astern blowing three blasts and the police launch had to go full speed astern to avoid a very serious collision. There was a slight collision, but no damage done.

The coxswain of the police launch said he was steaming at 2 p.m. on patrol towards Wanchai, when off the arsenal steps he saw the Kowloon Tsai on his port beam crossing ahead. He gave one long blast and the Kowloon Tsai then gave three blasts and went astern. He stopped the police launch and went astern. There was a slight collision between the two launches.

The case was dismissed.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 4d.

THE WEATHER.

2 p.m. Barometer:—29.81. Temperature:—87. Humidity:—69.

REQUESTS FOR SMALLER SALARIES.

The Ordination Test School of the Church of England, which occupies the old Knutsford Gaol, has given a practical example of the self-sacrifice inculcated in the school. The Principal, the Rev. F. R. Barry, D.S.O., has asked the Central Board of Finance to reduce his salary by £200 per annum, and the Rev. F. M. Sykes has made a similar request for a reduction of £100 per annum.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.45 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MONDAY, SEPTEMBER 20.

Wiseman, Ltd.—Annual Shareholders meeting—12.30 p.m.

TUESDAY, SEPTEMBER 21.

Dairy Farm, Ice and Cold Storage Co.—Shareholders meeting—12.30 p.m.

WEDNESDAY, SEPTEMBER 22.

Douglas—Shareholders meeting.

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DEMPSEY AND THE CHAMPIONSHIP.

ETHICS OF THE "COLOUR" BAR.

From the days of Bill Richmond and Molyneux to the present day, says "Punch" in the *Observer*, the black race has always been able to give to the ring some fighter of outstanding merit. But despite all the mass of evidence and experience to the contrary there has always been a belief amongst white men that the black fighter lacked an important pugilistic essential—courage. It was held and is still held by some, curiously enough, that a black fighter has a "yellow streak," and that under punishment he would crumple up, and beat himself by fear alone. The history of the ring, however, teaches us quite a different lesson.

No finer gentleman of any colour or race has ever stepped into the roped arena than the black man, Peter Jackson. He was skilled to the highest degree, a man of supreme courage, large-hearted, never giving an opponent unnecessary punishment, and fair-minded in execution and intention. Andrew Jephtha, the South African black man, was another such fighter, and the history of the most courageous fights of the Ring is started with such names as Demon Joe Walcott, the welter-weight who fought heavyweights unflinchingly; Joe Jeannette, Sam McVea, the Dixie Kid, and a host of others. The black fighter has proved his merit, and any champion worthy of the name should be ready to defend his title against him. For a champion to "put up the colour-bar" and to state that "from now onwards I refuse to meet any black man in a boxing contest" is as logical as if Dempsey were to say: "I am the champion and can dictate terms. In future I refuse to fight Frenchmen, or any man whose name begins with C."

RACIAL ANTIPATHY.

Of course we on this of the Atlantic have little conception of the deep racial antipathy borne by those of the Caucasian race towards those of Hamitic stock. But whatever the causes, just or unjust, for this deep-seated feeling, a white champion cannot be termed a world's champion if he bars the black man. His title under this condition automatically shrinks to that of white champion of the world.

The great John L. Sullivan, when champion, drew the colour line, but strangely enough, there was at that time the menacing figure of the black man, Peter Jackson, hovering in the background. Tommy Burns, too, when champion, drew the colour line, and again, by a remarkable coincidence, there happened to be a formidable black fighter in the States named Jack Johnson. It was only after interminable negotiation, and after a long and arduous chase that Johnson, who had been much maligned as a man, was able to corner Burns in Australia.

Then came Jack Dempsey as heavyweight champion of the world, and he at once put up the colour bar. Twelve months ago I wrote on this subject and pointed out how remarkably history was repeating itself. For the putting up of the colour bar was again coincident with the appearance in the ring of a black heavyweight pugilist, of high skill, of great strength, power, and intelligence. This was Harry Wills, who at that time was almost unheard of on this side of the water.

He was the man who was asked to act as Dempsey's sparring partner when the latter was preparing to meet Jess Willard for the world's championship, but Wills's reply was blunt and

expressive: "I'll fight Dempsey in the ring any time he likes, but I'm not going to teach him to box." He is a fighting boxer of great skill, of the English School, with a dash of the American aggression. He has been k.o. by Sam Langford in nineteen rounds, but has twice turned the tables by the k.o. route, once in fourteen rounds and once in six rounds, and again forcing him to retire in seven rounds.

He has also k.o. Sam McVea, and has beaten Willy Meehan. The name of Willy Meehan should be remembered, as he is a touchstone for valuing the merits of the best of the American heavyweights.

FULTON'S DEFEAT.

An important contest has just taken place in the States at Newark, N.J., which has a direct bearing on the colour question and the status of the heavyweight champion of the world. Recently, Fred Fulton, the gigantic heavyweight boxer, who caused such havoc amongst our big men when he was, here met this Harry Wills and was k.o. in three rounds. This meeting came about as a result of Fulton's campaign to bring Dempsey to a return meeting. Dempsey had put up the colour-bar, the colour-bar meaning, of course, Harry Wills. If Fulton could beat Wills, then Dempsey would be forced to give him a return match. But Fulton's plans went astray, as I suggested they would, when he met the negro; but the situation has been cleared up somewhat by a pronouncement of Jack Dempsey's.

Before the Fulton-Wills match took place Dempsey had regally lifted the colour-bar, and said in justification, "I need the money." This statement is audacious as revealing an entire lack of principle, but anyhow, he will now be held to his words.

But first Dempsey has to fulfil other engagements. First he has to meet Billy Miske on September 6. These two have met twice before in no-decision contests. Other opponents that have been suggested for the champion have been Bill Brennan and Willie Meehan. Meehan's claims for a contest have always been overlooked, and somehow the Americans do not seem to take the "Frisco Fat Boy" seriously. And yet his record is better than any of the other second-line heavyweights. He has lost once to Dempsey in a four-round bout, has drawn with him twice, and has beaten him three times, whereas neither Brennan nor Miske has beaten Dempsey, and Brennan was k.o. by him in six rounds.

This victory of Harry Wills over Fulton will have an important effect for it will probably result in Dempsey's agreeing to meet Carpenter in the near future. The beats-Levinsky next October, choosing him as an opponent in the belief that he is the easier problem.

THE BANTAM-WEIGHT TITLE.

Not all the boxing interest of the next few months is confined to America, however, for there are some very important matches to be staged in England before Christmas, chief of which, of course, is the meeting between Jimmy Wilde and Pete Herman for the world's bantam-weight title. But there is a ridiculous attempt to work up excitement and interest in a proposed match between "Bombardier" Wells and Tommy Burns. We were interested at one time in the question, "An Wells Come Back?" He has proved conclusively that he cannot, and somewhat sadly, when thinking of his earlier promise, we must place him amongst the discarded. With Burns, it is a different matter. He tried to prove that, although an old man in the boxing sense, and in spite of the long rest he could "come back"—an experiment that failed. We know that he is plucky,

but he can bring us nothing more to the great game. No one pays to see an exhibition of futile courage, and a long-suffering and much-imposed-upon public will revolt against such a proposed exhibition. Tommy Burns never was a great champion. In his match with Beckett he proved that he still possessed his old-time agility and speed, but even when at his best, twelve years ago, much of this was wasted energy and flash speed.

Burns realises that there is money in boxing and boxing-promoting just now, but the public will not pay high prices for second-hand goods. Burns has left his marks on ring history—both red and black marks. He popularised the new methods of training, with skipping, special exercises, and intelligent shadow-boxing. He taught the champions how to advertise and keep in the limelight, and it is to him more than to any other boxer that we owe the "big purse" with all its sport-sapping evils. He it was, too, who insulted the N.S.C. by demanding his end of the purse before he entered the ring.

As a promoter he may still be able to surprise us with new methods of advertising, but as a boxer he can show us nothing new, and can do no more good to the game, therefore it is to his advantage, not only to realise the limits of his powers, but also the limits of public endurance.

INDIA AND THE FUTURE.

INTERVIEW WITH RABINDRANATH TAGORE.

Rabindranath Tagore has recently been in London—his first visit since 1913. In his sixtieth year he has embarked on extensive travels in Europe, and will possibly "do" America as well. He will visit Norway and Sweden, countries he has never yet seen. Those who have read his remarkable books know his charm, says an *Observer* writer. In conversation his kindly, spiritual face and gentle nature still further enhance it. He speaks English not merely with mastery, but with an attractive refinement of tone and form. There was a sad irony in listening to so sympathetic a personality attributing all our troubles in India, as he did yesterday, to the lack of sympathy between rulers and people.

"Feelings," he said, "are getting more and more estranged between the two. I have always held that we in India have much to learn from the West, and the West from us. I have therefore worked for a real exchange of hearts and good feelings between them. At the school I founded at Shantiniketan in Bengal twenty years ago I have two English friends helping me. Their work I regard as an integral factor in the education of my boys. They exemplify the best side of Western humanity by their self-sacrifice and chivalry. This is what we need from you."

Instead, we experience only that side of your people which is mechanical, somewhat overbearing, and unsympathetic. We meet you only in a business relationship and for administrative purposes. The personal human touch is lacking in your Government. It is unmitigated bureaucracy based on the idea that there is no common ground between East and West. Your laws may be good. They may give us security of property, but what we want is sympathy and imagination. Our civilisation and history are really studied only in those countries in Europe which have no political connection with us. It is humiliating to feel that you can accept nothing from our hands. We are treated like eternal schoolboys.

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"One result is that our young men aggressively turn away from everything Western. English Orientalists ascribe everything Indian to Greek or Persian origins—which hurts when it ceases to amuse. Lack of understanding and sympathy is the root of all evil in Anglo-Indian relations. I hope the Government realises how universal is the discontent in India. During the war the common people eagerly waited for news of Allied defeat; not because they were badly off under British rule, but because they felt themselves ignored, despised, and therefore oppressed. Your machine needs a soul."

THE MONTAGU REFORMS.

In answer to a question as to what he anticipated from the new machinery being set up, Dr. Tagore said: "No modification of existing machinery will make the slightest difference without a change of spirit. We want men. We all respect Mr. Montagu; but we know the men on whom will depend the execution of his progressive ideas. If only Mr. Montagu could come to India as Viceroy when the Reform Bill comes into practice all might be well, for he could then see what the actual obstacles are and take steps to remove them. There is the great force of Anglo-Indian officials who are not in love with change. They like power, as human beings will. In my opinion the only hope is for Mr. Montagu to come out to us, at any rate for the next few years. Nobility of purpose and generous sympathy would then be able to do their work."

Take finance. Why have education and sanitation in India been neglected? Because you have spent all your money on your administration and army. We are not allowed any influence over finance. Yet we can never be free until we are allowed to manage our own affairs without the interference of a third party."

NATIONALISM.

I asked him whether he foresaw, in the event of a happier

regime in India, any sort of Nationalist development, within, say, a generation.

"I hope not," he answered. "All we can hope for is a place in the British Empire with as much freedom as possible. Complete freedom cannot come for a very long time. In any case I hope that Nationalism will find no place in our race consciousness. Patriotic pride and vanity give Nationalism its strength as well as its weakness. You in Europe have cultivated this boastfulness and it has found its highest expression in the late war. Fellowship and co-operation, not war, is what we should cultivate. Unity is the problem. Nationalism divides."

For the rest Dr. Tagore was confident that the fanatic feeling as between Hindus and Mohammedans in India would not last, unless outside machinations kept it alive; and that the Sadler Commission's educational reforms might do much good if the Government allowed them. Everything depended on a new spirit in government. "Now is the great opportunity for coming together. To countenance disruptive agencies in the form of exaggerated news such as the danger of revolution, and lies such as the danger to English women, is short-sighted policy. I myself feel the effect of such folly. I feel more antipathy in this country now than when I was here last. It is the duty of wise men to work for sympathy, not antipathy."

18. 5D. INCREASE ON NAVAL ALLOWANCE.

It has been decided to increase the rate of provisions and allowances to naval ratings at home ports, and naval establishments from 2s. 1d. to 3s. 6d. per day. Sir James Craig stated in reply to a question in the House of Commons recently. The position of the Royal Naval Reserve and the scheme of putting them on a better basis with regard to the work that force performed was under consideration, said Mr. Long.

DOINGS OF THE DUFFS.

A Busted Bubble.

BY ALLMAN.



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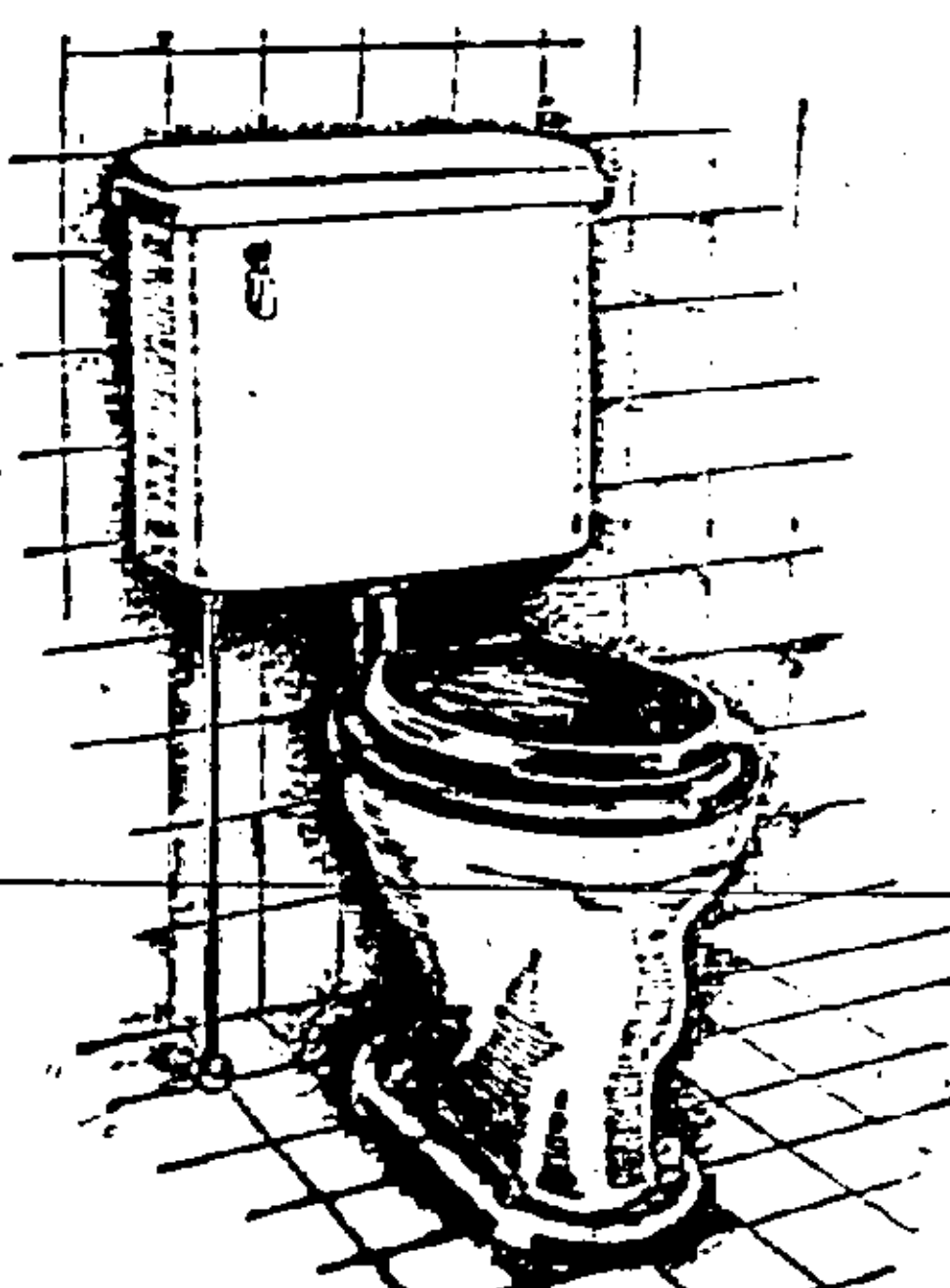
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UNLUCKY DAYS

A CASE FOR SCIENTIFIC INQUIRY.

Elgar Rowan writes in the
Daily Chronicle:
I quite appreciate the fact that
the Government is very busy, and
I certainly do not wish to add to
the already heavy burdens on Mr.
Lloyd George's shoulders. So I
am willing that it should be left
to private enterprise. But we
really must have a scientific
inquiry into Unlucky Days.
For that reason I hope that
this article will not be regarded
merely as a piece of English
Prose for Use in Schools, but
will be cut out and laid before
the Commission when appointed.
About a week ago I was half
way through what I am allowed
to call an evening's work,
and I was just picturing
to myself the delight of
the newspaper-reading public
on the morning when it was
brought to my notice that it was
Thursday. This was very awk-
ward, for I had been under the
impression that it was Friday,
and I had been throwing into my
work that spirit of light-hearted
joy which a journalist feels on the
last working evening of his week.
You may have noticed the
sunny rapture of the journalist's
style as set forth in the Satur-
day morning paper. He has
written the leader, or the
headings on page one, or the
purple passages of the murder
story, with the consciousness
that when the columns have
been filled he can dash away for
the week-end, and play golf, or
collect tram tickets, whichever
his hobby may be.
But on this occasion it was, as
I suddenly discovered, not Friday
night at all, but Thursday night,
and my sense of the fitness of
things taught me that my light-
heartedness was entirely out of
place. So I had to tear it all up
and begin again.
That was bad luck indeed, and
my purpose now is to trace it
back to its origin.
It was really the fault of the
railway porter.
Each afternoon, when I walk
down to a certain little country
station near London, I ask the
porter what day of the week it is.
Up to the present I had found him
extraordinarily accurate. Indeed,
I do not think that he has ever
failed me before. But on this
occasion he said "Friday, sir,"
when, as was afterwards proved
to me beyond all doubt, it was
really Thursday.
Now there are at least two
points with which a Royal Com-
mission on Unlucky Days should
deal.
The first is how Unlucky Days
may be prevented, and the second
how they may be cured.
Prevention, being better than
cure—except in the case of such
natural phenomena as thirst, or
the craving for a holiday—the
Commission will notice that in
my case it all depends on a rail-
way porter. Now the porter to
whom I look for up-to-date and
trustworthy information about the

day of the week has enjoyed an
increase of pay recently, and—
ours being a quiet station with
few callers among the trains on
this line he has really very
little to do.

Is it, then, too much to ask that
he should exercise reasonable
care in such a simple matter as
telling me the right day of the
week? If I went to a Harley-
street specialist, and said, "A
peppery pill for a headache, please,"
and he gave me an elephant's
dose of arsenic by mistake, the
coroner would, no doubt, take the
matter up. Surely, then, the
porter should not be so dead
to all sense of responsibility, so
lacking in all the finer emotions,
and more generous impulses—
I do not want to put it too
strongly, or he may slam the
gate in my face to-morrow, or
shut my finger in the carriage
door—as to tell me it is Friday
when it is really Thursday.
Unless that sort of thing is stop-
ped I shall never feel safe.

I have dealt only briefly with
a very important subject because
I must turn to the other aspect
of the question—how to deal
with an Unlucky Day when it
has evaded all precautions, and
entered into our very life.

I can see nothing for it but
strict isolation. A man soon
knows whether he is suffering
from an Unlucky Day. Every-
thing goes wrong. In the middle
of an earnest scientific article
like this he will unwittingly
insert a joke or flippancy, and
have to appear the next morning
before the British Association
with a rope round his neck and a
written apology in each hand.
Or he may be in the hot room at
the Turkish bath when the best
log fight of the year is taking
place just down the street.

When a man experiences these,
or any other of the symptoms
that are sadly familiar to all of
us, he should give in at once. It
is no good continuing with an
Unlucky Day. It will run its
course, however hard you may
try, and if you fight against it
you will only bump into worse
trouble, such as not noticing
when a man leaves a better
umbrella than yours in the
railway carriage.

So I suggest that the Unlucky
Day be a notifiable disease, the
victim having the right to leave
all work and go home at once. I
want to enlist the kindly co-op-
eration of all employers in this im-
portant matter. For instance,
it is a fine afternoon, and
Surrey are batting at the Oval,
or there is a little affair be-
tween race-horses at Epsom or
Sandown Park, or some other
place within easy reach. How
much better, then, if a man should
go boldly to his employer and
say frankly, as man to man,
"I'm sorry, sir, but this is one of
my Unlucky Days. May I leave
work at once?"

Reading history, one sees how
often it would have been better
for the world if kings and states-
men had said "This is my
Unlucky Day. I'll chuck work
and go out and play marbles."
For half the trouble and pain of
the world is caused by Unlucky
Days.

WHY BRITISH BOXERS ARE FAILING.

HARD HITTERS WHO BEAT THE SCIENTIFIC.

It is time that our young
boxers developed an appreciation
of the power of a punch, says
"Corinthian" in the *Daily
Chronicle*. For many years it
has been a gospel in British box-
ing circles that it is cleverness
which wins. In a measure that
is true; but there remains the
fact that one punch that is hard
enough and delivery in the
right place, will, by its effective-
ness, more than counterbalance
all the scientific scoring of points
which might have been accom-
plished by the receiver of that big
hit in many preceding rounds.

In most of the big contests we
have had of late it has been driven
home to the students of British
boxing that the cultivation of
skill has resulted in the over-
looking of the necessity of force.
Writing from memory and of the
big contests which have taken
place recently one can refer to
the opening night of the Holland
Park Hall, and quote cases in
support of the foregoing.

On that evening Charles
Ledoux, of France, met our
bantam-weight champion, Jim
Higgins. The latter is a clever
little boxer, and he can hit very
hard, but he thought more in this
contest about being clever than
he did about hitting hard. Ledoux
did not, and Ledoux won by a
Knock-out. On the same even-
ing Arthur Wynn, the Belgian,
met our feather-weight champion,
Mike Honeyman. Wynn bother-
ed nothing at all about science,
but he gave Honeyman such a
terrible hiding that it would have
been a kindness on the part of
the referee had the latter stopped the
contest before he did.

CASES IN POINT.

Joe Beckett beat Billy Wells
twice by big hits, rather than
pretty boxing, and the British
champion defeated Tommy Burns
when he concentrated upon hit-
ting hard after he had gone along
on the low gear for a few rounds.

To revert to Wynn. The
Belgian may not be nearly so
pretty a boxer as Mike Honey-
man, Francis Rossi and Joe
Conn, but he has reduced them all
to helplessness by the power of his
punching and his mental deter-
mination to win by that power.

Remembering that one big
punch, skillfully delivered, will
wipe out all the advantage of
points scored with nice playful
skill is the strong point of the
contest-winners of to-day, and
while everyone would be sorry to
see the good science of boxing
wiped out to the encouragement
of wall-punching, the fact re-
mains that our British boxers of
the present day are not paying
sufficient attention to the develop-
ment of their punching muscles
and the training of their minds to
time and place their hits.

Take the case of Carpenter in
his display against Beckett. The
latter admitted that he was but
"feeling" for his man when he
was knocked out. There you
have an admitted instance of
lack of mental alertness which
Carpenter took full advantage of
by banging in his right hand on
the spot where punches tell most.
The French champion, in spite
of his rather effeminate dressing
gown and his pretty ways, of
acknowledging the plaudits of
the spectators, did not overlook
the fact that he was there to be
vigorous, not merely to look nice.

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CHAIR OF AMERICAN HISTORY.

Through Lord Reading, chair-
man of the English-speaking Union
Lord Rothermere has announced
his desire to endow a Chair of
American History at Oxford
University for the sum of £20,000.

The endowment is in memory of
Lord Rothermere's son, Captain
Harold Vyvyan Harmsworth,
M.C., Irish Guards, who fell in
the war, and who was an under-
graduate at Christ Church (Ox-
ford), and has as object the per-
petuation of the spirit of comradeship
which existed between the
British and American peoples
during the war, and the making
of the history of the American
people better known in Britain.

One of the conditions is that
the holder of the professorship
must at the time of his election be
a citizen of the United States.
In accepting the gift on behalf
of the University Lord Curzon,
the Chancellor, says that the
name of the brave young soldier
whom his father thus proposes to
commemorate will, by its associa-
tion with the professorship, act
as a stimulus to future genera-
tions of Oxford students.

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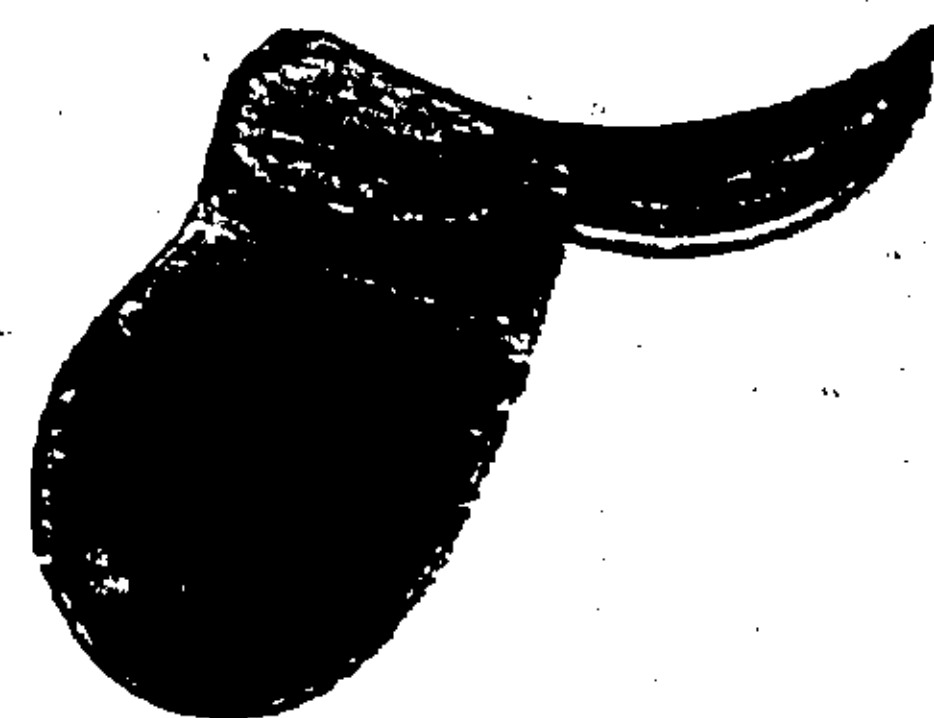
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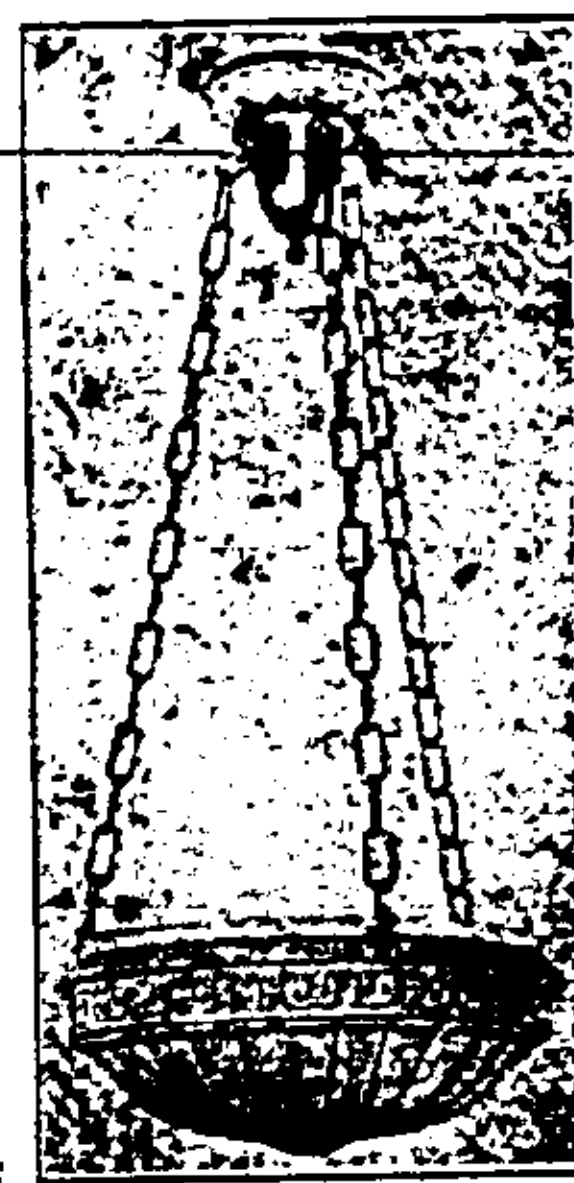
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OUTSTRETCHED GOLF COURSES.

OUTCRY AGAINST LONG HOLES.

Mr. Owen John has protested against the modern tendency of laying out golf courses, says a writer in the *Observer*. The craze, he says, is for length and still more length, and to add to the wearisomeness of the flesh incidentally to the loss of one's temper, the multiplication of all sorts of traps and hazards goes on unceasingly. His is the groan of the middle-aged golfer—the man over forty. What should to them be a joy and a pleasure has been turned into a toil and a burden. Although there is much truth in Mr. John's grievance, he has rather overrated it. Let us examine his case in stages. Firstly, he complains that "courses are laid out for the one per cent."—that small but select body of men who hit the ball such prodigious distances that they sneer at the bunkers scattered here and there to enslave their efforts, and which, in reality, are the curse of the middle-aged gentleman whose declining years are sadly reflected in the length of his drive.

In general terms, neither course constructors nor golf club Committees are so utterly foolish as to think and act in terms of one or two men while totally ignoring the capabilities and feelings of the great bulk of the members. It is true that some Committees, with fear in their souls lest a distinguished golfer should descend upon their course and smash the ball round in figures which would bring everlasting ridicule upon the place have stretched the links to abnormal lengths. In its reconstructed state the only test is whether you can struggle round the four miles of hills and dales without undergoing a physical collapse. Feats of endurance have no relation whatsoever to the underlying principles of golf. The average golfer who knows his limitations, who cherishes false notions about his particular game, who is painfully aware that he will never be any better, and, probably, in the course of time will be a good deal worse, will and does extract an enormous amount of enjoyment out of the game so long as Committees are not everlastingly adding another thirty yards here, placing some new and terrifying bunkers there, narrowing the fairways everywhere; in general, compelling the unhappy golfer to be ever on the alert against hidden snares, rather than that he should be able to hit the ball always with the certainty that he will find it.

SEARCHING FOR LOST BALLS.

There is nothing in the world so horribly aggravating as the continual searching for slightly erring balls, and after the loss of a good many of them the other day a friend confided in me the awful news that during a week-end golf on a certain London course he had lost no fewer than forty-eight brand new 3s. balls in the gorse, bracken, and other wild undergrowth. I have an intimate knowledge of the course in question, and I can well understand my erratic friend dissipating four boxes of balls in his lordly and extravagant progress round the links. But his is an extreme case, being in a position that he can well afford to lose them. His searches, when undertaken at all, are of the most perfunctory character. He deserves no one's sympathy. In so far as the conditions I have enumerated apply, I am in entire agreement with Mr. Owen John. But, thank goodness, they are not general, although it must be admitted that just before the war, and quite recently, too, some Committees fell on their knees, metaphorically, in the worship of the god "Length." There need be no alarm that because the serpent has shown its poisonous head again other clubs will assist in dragging its body into full prominence. Rather will the policy be directed to shortening instead of lengthening courses, because with the early introduction of a standard

ball that terrible nightmare—the loss of the balance of power between the ball and the links—will have disappeared for ever.

There is one gentleman who years ago set his face resolutely against inviting golfers to undertake a Marathon rather than a pleasant and healthful task in which the exercise was not too violent. I refer to Mr. Abercrombie, whose handiwork is to be seen in these two delightful courses—Coombe Hill and Addington. Although there is nothing strenuous about either course, your skill as a golfer is not teased to its uttermost. As courses go nowadays, they are on the short side: there are six holes on each which can be reached from the tee—a very satisfying proportion, you will agree. Addington is one of London's latest golf courses, and the chief reason of its popularity is that the moderate, middle-aged golfer has received greater consideration from the architect than the arrogant, plus and scratch person. Do not let it be imagined that these are "duffers' courses; the man who covets the Amateur Championship will be as greatly intrigued as will the humbler individual who rejoices in a double-figure handicap.

A COURSE FOR GIANTS.

Let me give two totally different illustrations which fall within Mr. Owen John's "Miserere." (One concerns Gleneagles perched on the Perthshire moors at the foot of the Grampian Mountains. Played from the medal tees this is a course for giants. It measures about 6,400 yards, and as the wind blows with no little force over this vast and exposed stretch of heather-clad moorland the middle-aged golfer will sigh with relief when he holes his last putt on the last green. But I am speaking of the medal tees. There are forward tees which transform this truly majestic course into something much more pleasant than a mere strolling affair. And Mr. Owen John, why should you not play even from the ladies' tees if the prospect from the back teeing grounds is too alarming, and the carries over the bunkers are too exacting? There is no one to prevent you, and nothing derogatory in so simple an expedient. It would certainly save you much hacking in heather, prevent a loss of temper, and save many a ball. After all, the great thing is to enjoy oneself, and if you obtain a full measure of fun by driving from the ladies' tees I can conceive no reason on earth why one should not adopt the less heroic method.

The other illustration I had in mind had reference to La Bouffe. When I was there recently I found that the dominant idea in the mind of the Parisian golfer was length. Everything was subordinated to this fetish. Tees had been put back to such an extraordinary extent that bunkers and hazards hardly come into play at all. And when you had putted out on one green you found that in some cases you had a walk of a couple of hundred yards to the next tee, and you traversed the same ground all over again after you had made your drive. In trying to defeat the power of the ball the thing had been carried to an absurdity. If Mr. John has encountered any such tricks in England then he has just cause for complaint.

But Mr. Owen John and other middle-aged golfers who think with him should rid themselves of the erroneous impression that courses are laid out with the sole object of giving the plus and scratch players an undue advantage over their weaker brethren. What the architect does is to design a course which will test severely the capabilities of the very good player. It is not the business of the 18-handicap man to try to get the same distance as the scratch player, because if he does he lands himself in fearful difficulties and then heaps curses upon the architect and the Committee for compelling him to be "damned eternally to be playing in the rough." When all is said and done, the long-handicap man, who, in the majority of instances, is a middle-aged golfer, is the mainstay of all golf clubs in that he preponder-

MRS. BARNATO SUEB BY MONEYLENDER.

BORROWING AT 720%.

For the balance of £300 on a promissory note, Mrs. Fannie Barnato, widow of Mr. Barnato, daughter of Mr. J. B. Joel, were sued in the King's Bench Division recently by Mr. Reginald Michaelson of Argyll-street, W.

Mrs. Freeman did not defend, but counsel for Mrs. Barnato stated that his client had received no portion of the money, and under pressure consented to sign the note. If there was a default, as there was at the end of the first month, Michaelson would be receiving £300 for the month's advance of £500, which would represent interest for the year at 720 per cent.

He contended that that was extortionate. Mrs. Barnato was willing to pay 40 per cent.

Between March 9, 1916, and February 15, 1917, over £5,000 had been repaid by Mrs. Barnato to the plaintiff. Unfortunately she was then persuaded to assist her relative in regard to certain liabilities to Michaelson.

INSURED FOR £70,000.

A solicitor's clerk said that Mrs. Barnato's husband, by his will, provided her an annuity of £10,000. She also had an annuity of £2,000 under the will of her son, Isaac Henry Barnato. She had a £14,000 house at Colwyn Bay, and she was insured for £75,000.

Cross-examined, witness said there was a bill of sale on Mrs. Barnato's goods to secure £1,270, paid into court in another action. Her free income last year was about £7,000.

Counsel: How many times in the last year do you think she has been in the courts pursued by moneylenders?—About twice.

You know quite well these two women, Mrs. Barnato and Mrs. Freeman, have been in these courts over and over again during the last 12 months. You think a lady of that sort who is constantly being sued could have got money at 10 per cent. on her personal security?—Yes.

You know Mrs. Freeman has a bill of sale on her goods?—I don't know.

Did Mr. Justice Lush the other day order they should pay at the rate of 125 per cent.?—I don't know. I have not worked it out.

"A WOMAN WITHOUT CREDIT."

Plaintiff's counsel said Mrs. Barnato lived far in excess of her income, and anyone who had transactions with her had to charge high prices. Her credit was such that even her own son would not advance her money except on a bill of sale on her furniture at interest of about 7 per cent. He (counsel) agreed, however, that the interest should be reduced to 60 per cent.

His lordship said it was a sordid and repulsive case. It was repulsive from the point of view of the debtor, because she was a woman who said she was rich, who signed documents with her greatest folly and then came and took advantage of the Act which no honourable person would take advantage of unless in extremis or on a plea of softness of mind.

One of the defendants had not appeared and the other defendant was the surety. The latter had an income of £10,000, but yet was a woman without credit. Under the circumstances he thought 50 per cent. would be enough. Judgment would be entered accordingly.

ates so far as numbers are concerned. If he dislikes his home course, if he feels that those in authority are catering merely for the scratch man, then his remedy is at hand. When the time comes for the election of a new Committee he, with the help of his long-suffering fellows, should manoeuvre to kick out of office those who contrived to make his golfing life a bigger hell than it need be.

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GERMANY'S REVIVAL.

PROJECTS FOR CANALISING CENTRAL EUROPE.

Germany is preparing to rebuild her shattered industries with the thoroughness characteristic of her people. Her ambassadors of commerce are already busy, and the Berlin Government is preparing big schemes to help the industrial revival. The most important of these is the construction of a system of ship canals which shall provide outlets to the four seas for the products of the German factories. Recently the Chief Committee of the Reichstag sanctioned the demand of the Government for the first instalment of the cost of building a ship canal to connect the Main—a tributary of the Rhine—with the Danube, a matter of 10,000,000 marks.

This project, initiated during the war, proposes to connect the two rivers by a canal over 400 miles long through Bavaria. It is estimated to take eight years to complete but when finished it will provide a waterway navigable by big vessels from the North Sea to the Black Sea, and enormously shorten the sea route for German ships to the East. A small canal, the Ludwig Canal, has for many years joined the Main and the Danube, and what is now proposed is probably the deepening and widening of this canal.

During the war, Herr Bosch, of Stuttgart, gave 13,000,000 marks to the municipality of that city, the largest sum which was to be used for war charities during the war, afterwards to canalise the Neckar, which runs through Baden and Württemberg, to Mannheim, where it joins the Rhine. The ultimate object is, like that of the proposed canal through Bavaria, to connect the North Sea with the Black Sea by extending the Neckar to the Danube.

One of the last public ceremonies the ex-Kaiser took part in before the war—in July, 1914—was the opening of the Berlin-Stettin Canal. This canal, the Hohenzollern Canal, runs almost due north from Berlin for sixty miles to Stettin, where it joins the Oder, and thus provides a route for big ships from the Prussian capital to the Baltic.

Another ambitious scheme which the German Government has had under consideration very intimately concerns Russia. This is the construction of ship canal between the Dnieper and the Niemen, by means of which the Baltic would be joined to the Black Sea. The Dnieper, of course, is a purely Russian river. It is the third largest river in Europe, and has its outlet in the Black Sea after an almost southerly course of over 1,000 miles. The Niemen runs partly through Lithuania and partly through East Prussia, where it falls into the Baltic by way of the Kurisches Haff Lagoon. In the height of her military victories, in 1917, Germany planned a ship canal between Cernavoda and Constanza, in the Dobruja, as an additional means of access to the Black Sea, but that is now probably dead and buried.

THEATRE ROYAL.

Commencing
SATURDAY, 18th Sept. at 9.15.
MAURICE E. BANDMAN

presents the
BANDMAN COMEDY COMPANY

In a repertoire of latest London plays.

SATURDAY, 18th

"NOTHING BUT THE TRUTH"

MONDAY, 20th

"THE NAUGHTY WIFE."

TUESDAY, 1st

"A VOICE FROM THE MINARET."

WEDNESDAY, 22nd

"GENERAL POST."

THURSDAY, 23rd

"THE YELLOW TICKET."

FRIDAY, 24th

"BILLETED."

SATURDAY, 25th

"LORD RICHARD IN THE PANTRY."

Prices 5s. 5s. & 5s.

BOOKING at MOUTRIE'S.

NOTICE.

DOUGLAS STEAMSHIP CO., LTD.

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 25th inst. 1920.

The Transfer Books of the Company will be closed from the 17th to 25th instant both days inclusive.

DOUGLAS LAPRAIK & CO. General Managers.

Hongkong, 9th September, 1920.

NOTICE.

The business hitherto carried on by Mr. A. Abdoolrahim as an Architect, Surveyor and Civil Engineer at No. 34 Queen's Road Central will as from to-day be carried on under the style of Abdoolrahim & Co. by the undersigned at the same address.

Hongkong, 8th day of September, 1920.

JOHN MORAES.

WILLIAM HALL

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"SADO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 22nd September, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour, on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 15th September, 1920.

NEW ADVERTISEMENTS.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that

the Queen's Dispensary has

been removed to ST.

GEORGE'S BUILDINGS,

(OPPOSITE STAR FERRY).

HARPER AND CO., LTD.

NOTICE.

The interest and responsibility of the undersigned in the business hitherto carried on at No. 34, Queen's Road Central under the name of A. Abdoolrahim as Architect, Surveyor and Civil Engineer, ceases as from the 8th day of September, 1920.

Hongkong, 8th day of September, 1920.

A. ABDOLRAHIM.

NOTICE.

From the 1st September Mr. L. Gain has been appointed manager of the firm in Hongkong to replace Mr. Gaujoon, former manager, leaving Hongkong for the Head Office in Tientsin.

R. GAUJOON
General Manager
Brossard Mopin & Co.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY

Situate at Kowloon in the Colony of Hongkong to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 49 of 1920 Original Jurisdiction Between The Bank of Canton Limited Plaintiffs and Samuel Ebenezer Green trading as Banker & Co. Defendant

on Monday, the 27th. day of September, 1920.

at 2 o'clock in the afternoon

by

MESSRS LAMMERT BROS.

Auctioneers.

at their Auction Rooms, Duddell Street, Victoria, Hongkong.

The property consists of—ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Inland Lot No. 410 together with the messuage erected thereon known as No. 15 Hankow Road, Kowloon. Term 75 years from 24th. June 1892 created by a Crown Lease dated the 11th. November 1892. Proportion of Annual Crown rent \$20.12. Area 3,594 Square feet.

For further particulars and conditions of sale apply to

MESSRS JOHNSON STOKES & MASTER

Prince's Building,

Ice House Street,

Solicitors for the Vendor

or to

MESSRS. LAMMERT BROS.

The Auctioneers.

Hongkong, 9th September, 1920.

FOR SALE.

MILNER'S SAFES

APPLY TO

LAMMERT BROS.

Duddell Street.

WANTED.

WANTED.—Small Furnished House or Flat (3/4 room) from or after November 1st. Peak preferred. Apply Box 438 c/o "Hongkong Telegraph."

WANTED.—Singer Sewing Machine, must be in good condition. Apply Box 439 c/o "Hongkong Telegraph."

WANTED IMMEDIATELY OR THE NEAR FUTURE a furnished apartment or house in a desirable neighbourhood. Willing to pay a good price to anyone who desires their place to be well looked after by a responsible party. Apply P. O. Box No. 5.

WANTED IMMEDIATELY to rent one furnished flat for one month only in a suitable locality. Willing to pay a good price. Reply giving particulars to Mr. S. C. Teo, 51, Des Voeux, Central.

TO BE LET.

TO BE LET.—Fully furnished. Flat, Central position, from beginning of October till end of May. Reply Box 435 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Excelsior Motor Cycle. In perfect going order. Recently overhauled; new tyres. A Bargain £400 cash. Can be seen by appointment. Write Box 477 c/o "Hongkong Telegraph."

FOR SALE.—Land at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to—Linstead & Davis, Alexandra Buildings, Hongkong.

NOTICE.

THE GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Fifty cents per share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be payable on and after FRIDAY, 17th September, 1920 at the Offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from 5th to 16th September, 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

SHEWAN TOMES & CO.

General Managers.

LESSONS IN CHINESE.

MR. LI HUN FAY, a Chinese graduate, versed in literature, has been a lecturer to European students and merchants in this Colony for over twenty years. He has a good knowledge of the Chinese language, and is possessed of first rate certificates as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to No. 152, Queen's Road, Central, 2nd. Floor.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

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Opposite the University

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Principal

JOHN P. JONES, B.Sc., M.E. Min. The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced.

Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private tuition can also be had in these subjects. Prospective on application.

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PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"ACHILLES"	14th Sept.	London, Amsterdam & Antwerp
"MENTOR"	21st Sept.	London, Amsterdam & Antwerp
"HELENUS"	12th October	London, Amsterdam & Antwerp
"KEEMUN"	21st October	London, Amsterdam & Hamburg
"JASON"	31st October	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"CYCLOPS"	13th Sept.	Genoa, M'la, L'pool & Glasgow
"EURYPYLUS"	3rd October	Marseilles, Havre & Liverpool
"TITAN"	10th October	Genoa, M'la, L'pool & Glasgow
"PELEUS"	19th October	Genoa, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS"	6th October	Victoria, Seattle and Vancouver
"TEUCER"	20th October	
"INION"	12th Nov.	

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

HOMEWARD PASSENGER SERVICE

"MENTOR"	21st September	for London direct
"STENTOR"	8th October	for London direct
"TEIRESIAS"	19th October	for London direct
"IDOMENEUS"	3rd November	for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PRINCE LINE FAR EAST
SERVICE.

From NEW YORK

The Steamship
"MOORISH PRINCE"

Having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed as their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Friday, 15th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO.
Agents.

Hongkong, 13th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"WAWALONA"

having arrived from Portland, Ore. via ports, on September 10th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 14th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 17th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.

Hongkong, 10th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA, YOKOHAMA,
KOBE & NAGASAKI.

THE Company's Steamship

"CHICAGO MARU."

having arrived from the above ports, on the 10th September, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 17th Sept. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Friday. All claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA.

Manager.

Hongkong, 11th September, 1919.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From EUROPEAN PORTS.

The Company's Steamship

"ANDES MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA.

Manager.

Hongkong, 13th September, 1920.

W. S. BAILEY
& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.HARBOUR REPAIRS
Call Flag "L"

Sole Agents for
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Motors from 12 B.H.P. to
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CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO,

LONDON AND STRAITS.

The Steamship

"BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Sept. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 25th Sept. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, 11th September, 1920.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"BORNEO MARU"

From JAPAN

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 15th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. or they will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 28th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 15th September, 1920.

THE IRISH POLICE.

VICEREGAL COMMISSION'S
REPORT.

The report of the Viceroyal Commission on the reorganization and pay of the Irish police forces was published recently. As regards constables and sergeants of the Royal Irish Constabulary and the Dublin Metropolitan Police, the Commission have followed the recommendations of the Desborough report as to pay, allowances and pensions. As regards the higher ranks of both forces, some difficulties have arisen, as they embrace several ranks and duties which have no exact equivalent in Great Britain. The pay recommended for the R. I. C. is as follows:—

Inspector-General £1,800—£2,200
Deputy Inspector General £1,300—£1,500
Country Inspectors £700—£900
District Inspectors £400—£650
(According to class and length of service.)

Head Constable £310—£355
Sergeants (weekly) 100s.—112s.
Constable (after 2 yrs) 70s.—95s.

Four of the six members of the Commission sign a reservation that in view of the fact that the rates of pay of the two forces are now assimilated the question of the amalgamation of the two police forces in Ireland, in the interests of economy and efficiency, should be seriously considered.

A Press Association telegram says:—The report of the Viceroyal Commission on the reorganization and pay of the Irish police forces was issued recently. In regard to pensionable pay and pensions of both the Royal Irish Constabulary and Dublin Metropolitan Police, the Committee adopt the recommendations of the Desborough Committee, and recommend that the suggested rates of pay should be retrospective as from April 1st, 1919. The procedure in regard to computation of pensionable service and pension deductions prevailing in the police forces of Great Britain, it is suggested, should be followed. The Committee consider that full dress uniform should no longer be required in either of the Irish police forces, and recommend with some hesitation and much regret the abolition of the mounted branches of both forces.

AUTHORS OF WAR.

A SOCIALIST
DENUNCIATION.

Geneva, August 2.—At this afternoon's sitting of the Second International the question of responsibility for the war was discussed.

The report which was accepted unanimously by Allied, Neutral, and German members of the Commission on responsibilities takes note of the German Socialist declaration to the effect that Imperial Germany committed grave crimes against civilisation during the war, and that the Majority Socialists themselves committed the fault of not fighting energetically enough against the militarism and Imperialism of their Government, and that "the German revolution, to the great misfortune of the whole world, and especially the German people, had happened five years too late." The report then proceeds to lay most of the blame on the "capitalist method of rule, which was one of the most profound causes of the war," and concludes:—"This Conference gives over to the execration of the people the authors of the abominable slaughter which has stained Europe and the world with blood, and affirms its strong decision to strive henceforward

SHIPPING.

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Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
TOBA	13th Sept.	Rotterdam & Hamburg	17th Sept.
BAARN	21st Sept.	Amsterdam & Hamburg	8th Oct.
TJIMANOEK	10th October	Rotterdam & Hamburg	21st Oct.
KANGAEAN	November	Amsterdam & Hamburg	23rd Nov.
ALCHIBA	December	Rotterdam & Hamburg	20th Dec.
BORNEO	January	Amsterdam & Hamburg	21st Jan.

For full particulars please apply to

JAVA CHINA JAPAN LYN
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KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

September 25th.

Singapore, Penang and Belawan Deli.

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For
SEATTLE - TACOMA - VICTORIA - VANCOUVER
via Kobe and Yokohama."WEST IVAN" 25th September.
"EASTERN MARINER" 15th October.

further sailings to be announced later.
Through Bills issued to all Overland Common
points in U.S. and Canada.

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FRANK WATERHOUSE & CO.

1st Floor, Hotel Mansions. Telephone 3507.

HONGKONG, CANTON & MACAO
STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-
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HONGKONG-CANTON LINE.

Sailing—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. and 5 p.m. Sundays 5 p.m. only.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. and 2 P.M. (Mondays at 7 A.M. & 2 P.M. Sundays at 5 P.M. only.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions or from Messrs. TSON, COOK & SON, Booking Agents, Hongkong

against a government of aggression and conquest in the spirit and service of the International.

August 3.—Once having agreed on the terms of the German concession of responsibility for the war, the Second Socialist International Conference went on its way with monotonous smoothness. M. Troelstra (Holland) and M. Stanning (Denmark) both had a good deal to say against the Versailles Treaty. According to M. Troelstra the "intolerable character" of the Treaty has resulted in the fact that militarism and Imperialism were more powerful now than ever. He called on that

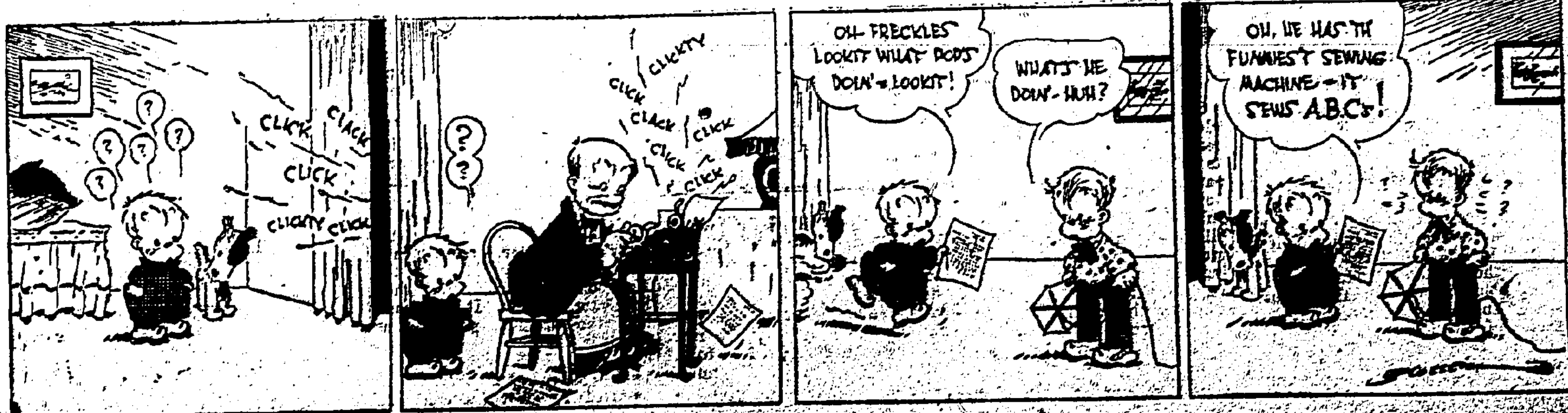
conference to protest against the stipulations of Versailles and against any direct or indirect intervention in Russia.

Herr Bernstein (Germany) endeavoured to prove the change of mind of Germany since the revolution. The Supreme Council had treated the new Germany just as it would have treated the old Germany and the result has been the increase of want of faith in the German revolution. The danger of this reactionary movement could not be ignored. Germany was threatened from the east and west, and internally by the extreme Left and the extreme Right.

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WATSON'S STONE GINGER-BEER

The ONLY fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone Ginger-Beer can be said to be genuine.

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Telephone: No. 1, A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 15, 1920.

A TRIAL OF SYSTEMS.

In our editorial comment of yesterday we dealt with the present acute situation at home from the standpoint that, thanks to Reuters' plainly biased messages, it is more than a little difficult for Overseas Britons to assess at their true value the demands being made by the discontented workers. The privilege of having an impartial statement of facts, of being able to learn of the underlying economics, is denied us and we can only form an opinion that is possibly as coloured as Reuters' messages. But let us forget this for a moment and attempt a little broader survey of the world's industrial condition to-day—a condition that is going to dictate the history of most of the civilised nations. In practically every country there are wide-sweeping changes being demanded. We see in Italy just now that the organised workers are making a revolutionary attempt to overthrow the old capitalistic system—an attempt that appears to be succeeding with almost disastrous success. There are big industrial strikes in America and these strikes have behind them something of the character of a social upheaval. France has not been free and although we have heard less of trouble there lately it is common knowledge that the great masses of the people are not enamoured of the present system of government. What is taking place in England just now is plainly an attempt by organised Labour to take over the reins of government by means of forcible dictation. In other words, organised workers are coercing administrations to do their will.

And the whole position is easily understood, though one may very legitimately and sincerely regret the form in which feelings have been demonstrated. If we look at the big nations in the state they were before the 1914 war came to shatter things, we see that Labour was making an uphill fight for full recognition of its rights. The means adopted in that fight were not always clean and neither were the means of the opposition. Even without the war, matters could not have gone on for very much longer, unless there had been demonstrated a little more of that "sweet reasonableness" that wise and far-seeing public men were urging. Instead of Labour and Capital fighting inch against inch, strikes and lock-outs alternating with a frequency that could only generate bad feeling, far more good would have been done if there had been some show of compromise. But the war came along and upset things. A deep nationalism, or patriotism, stirred all ranks to forget differences whilst there was the common task of defeating an ugly and sinister menace. Labour and Capital gave freely from their several stores—men and money, and in the urgency of the hour a great deal of the old antagonism was forgotten. True, there were one or two perilous recurrences, when the old feeling broke out through the thin crust of industrial peace—a peace dictated by expediency. The war is over and with the re-settling of men into peaceful vocations there has been enough time for them to look around and take stock of the social condition of the community, of their own social position having regard to the fact that they and their sons fought and bled for the continued existence of the State. One can rightly say that this is a period of widespread re-assessment. The old system has been weighed in the balance and found wanting by the people whose efforts kept it alive. And the war has helped the extremists more than anything else could have done, for men have seen chaos and have been unafraid. The truth is sometimes unpleasant, but the true position to-day is that the various classes of the Old World are in a fight for the supremacy. Russia was a distracting herald of the new idea, Italy is in the struggle, Britain is rushing headlong towards it—unless there is a less adamant front presented by the forces of Capital, unless there is caution instilled into the minds of the workers.

As we stated yesterday, we do not believe that there is any widespread desire in Britain for Soviets. There is a tradition behind most Britons' make-up that dictates sobriety of action. As the race Britons are not temperamentally moved towards extremes and if matters were only well-handled instead of being mis-handled, the majority of the workers would refuse to follow their more revolutionary-minded leaders. But Government and Capital and vested interests will have to be more conciliatory-minded if the workers are going to be brought to like and desire the present system. We heartily believe in the present system—wherein individualism can be made compatible with communalism—but to earn its continuance it has to take full and serious account of the social, economic and civic status of all within its circle. It has been inclined to neglect that and there has arisen the present situation. Make the system really human and we think it the finest conceived.

NOTES & COMMENTS.

DIRTY RICKSHAS.

A reader has been complaining to us about the filthy state of many of the "aprons" used during wet weather in our public rickshas. He says that one day recently he had occasion, whilst in a ricksha, to pull the waterproof apron over his knees, and when he got out he discovered that his trousers were covered with dirt gathered therefrom. Of course, he wants to know, if not what the Government is going to do about it, at least whether the Police authorities or some-one else cannot see to it that public rickshas are in a fit state of cleanliness for public use. Well, we hope that at last we shall soon be getting into the dry season, when we shall have less use for rickshas and less still for their dirty aprons. But on the general point of cleaner rickshas, surely something might be done. So far as we understand the situation, these vehicles are inspected and proved to be in good running order at least once a year (when fresh licences are issued), but we do not know that they again come in for observation until next licensing-day. Some of the rickshas seen on the streets are admittedly in a very dirty condition, though not so bad as many we have seen in Shanghai, thank goodness. Perhaps an occasional call round to the ricksha contractors by the police, just at the time of day when these vehicles are being passed out into public use, would have a beneficial effect. On such visits the police should be empowered to keep back any ricksha seen to be in a filthy state, and if that were done once or twice no doubt the proprietor, in his desire to keep as many as possible employed, would soon get the habit of keeping them clean and presentable.

GOVERNMENT CONTROL.

By the way, seeing that the ricksha service is a public utility, wouldn't it be in the public interest for the Government to exercise a little more control over it? In the case of certain other enterprises, the Government is not only committed to the policy of fixing rates charged, but is also insisting that after a certain percentage of profit is obtained, the public shall get the benefit of the surplus. It would be illuminating to know how much profit these ricksha proprietors take in, compared to the money that the poor coolies make. Indeed, it wouldn't be much extra bother were the Government to take over and run the whole ricksha service. If that were done, possibly fares could be reduced and the coolie even then receive a larger daily net return for his labour than he now does.

SOMETHING NEW IN POLITICS.

We don't know whether it has anything to do with the grant of the franchise to women, but we have noticed in most of the American papers to hand "stories" telling of the domestic virtues of the candidates for the Presidency and Vice-Presidency. All of whom, strangely enough, have been pictured as high-thinking and simple-living souls. Now we see by another journal that the prohibition candidate does the family washing! This should suggest to thoughtful politicians a useful idea for future campaigns. It is not recorded that either Governor Cox or Senator Harding are handy men about the house, but, with 17,000,000 women voting, the politicians ought readily see the advantage that will accrue to a candidate in 1924 who can announce himself thus:—

FOR PRESIDENT

John Jones
He Dries the Dishes for His Wife
Every Evening.
His opponent, not to be out-husbanded, probably will counter with something like this:—
VOTE FOR
John Smith
He Washes as Well as Dries the Dishes
Every Evening.

Such a practice, if universally adopted, ought to prove highly beneficial to married life. Whereas at the present time men prepare for public office by learning how to make speeches and by cultivating the habit of promising all things to all men, the future may find them at home, at an evening, soaking the clothes for the next day's washing, minding the baby, washing the dishes or doing something else to boast of in the campaign for women's votes. Thus, elections might well become contests between good husbands, and the victory will go to the best, it is to be hoped. The irresistible influence of good example will filter into many homes and the country adopting this plan becomes a nation of helpful husbands. Then one more credit can be chalked up to the manifold virtues of woman's suffrage!

DAY BY DAY.

LEARNING MAKETH YOUNG MEN TEMPERATE, IS THE COMFORT OF OLD AGE, STANDING FOR WEALTH WITH POVERTY, AND SERVING AS AN ORNAMENT TO RICHES.—Cicero.

For the 48 hours ended yesterday no cases of communicable disease were notified.

Mr. N. I. Moses leave tomorrow on an extensive business tour to America, the United Kingdom and the Continent.

A meeting of the Garrison Recreation Club is being held in the R. A. Theatre, Victoria Barracks, on Friday next at 11 a.m.

For being alongside the s.s. Huichow outside of five others, the masters of three cargo boats were fined \$5 each this morning by Commander C. W. Beckwith.

The Local Manager of the Mercantile Bank of India, Ltd., has received cabled advice that the Bank has declared an interim dividend for the half year at the rate of 16½ per annum, less tax.

The s.s. "Kiyo Maru," which met with an accident in Japan waters some few months ago has been repaired and will again resume her run. She is scheduled to leave this port for South America via usual ports of call on January 10, 1921, as per regular schedule.

The War Office has decided that such soldiers who enlisted, re-enlisted or extended for one year as are liable under Section 57 of the Army Act to be retained for an extra year, will be sent home before the end of this trooping season, if their colour service (not including the extra year) will expire before October 1st, 1921.

It is reported that the Nippon Yusen Kaisha proposes to do away with the practice of serving tea, cake and tobacco to those who come on board the company's steamers to see their friends. The new rule will also be applied to the company's clerks coming on board on business. It is computed that, in this way, at least Y.500,000 a year will be saved.

The following interesting notice is being exhibited at one of the Clubs in Peking:—"Would you like keeping your Rackets for a longtime and make no room again? Please note, we are repairing rackets and changing strings, the best and fine special quality of gut, and we ask for nothing if central portion is double strings, and making in extra strong, still at a moderate price. So hoping you will try at once, and then you will know that are said no lie."

SPORTS CLUB.

MILITARY ORGANISATION RE-ESTABLISHED.

A meeting was held on Monday evening to re-establish the Staff and Departmental Sports Club. The rules were drawn up and the following officers elected:—

President.—Colonel L. Humphrey, C.M.G., R.A.M.C.
General Secretary and Treasurer.—Rev. M. W. Shewell, C.F.
General Committee.—G. S. M. Westlake; Sgt. Turner, R.A.S.C.; S. Sgt. Bradley, R.A.O.C.; Cpl. Rhodes, R.A.M.A.

For each branch of sport a sub-committee was also elected.

It was decided to enter the hockey, cricket and football teams in the same Leagues as last season.

A series of whist drives and dances will be organised if suitable accommodation can be found.

husbands, and the victory will go to the best, it is to be hoped. The irresistible influence of good example will filter into many homes and the country adopting this plan becomes a nation of helpful husbands. Then one more credit can be chalked up to the manifold virtues of woman's suffrage!

DAIRY FARM CO. PROSECUTED.

ALLEGED ADULTERATION NOT PROVED.

The Dairy Farm Ice and Cold Storage Company were this morning charged, at the instance of the Sanitary Department, with selling fresh cow's milk alleged to be adulterated and not up to the standard required under the Food and Drugs Ordinance.

The defendants were represented by Mr. Turner, of Messrs. Deacon, Looker, Deacon and Harston. Dr. Woodman, of the Sanitary Board, also attended to watch the case on behalf of the Department.

Evidence was given by Sanitary Inspector Sydney Lee to the effect that on the morning of the 19th August together with Inspector Haig, acting under the instructions of the Acting M.O.H., he went to No. 38, Nathan Road, Kowloon, which was a branch of the Hongkong Dairy Farm Company and there purchased three bottles of milk at 12 cents a bottle (this was before the price of milk was raised). The bottles he noticed were sealed with the Company's seal. He asked the Company's employee at the shop to bring forward two large tumblers and a spoon, and when these were procured, explained to the employee that the milk was required for the purpose of analysis, and asked him to pour the milk from the bottles into the two tumblers. The milk was then mixed by the method of pouring the contents of one glass into the other tumbler, which, being large, was capable of receiving part of the contents from the other tumbler. During the operation, a quantity of milk was spilt on the counter. Witness then produced three bottles which he had brought with him, and when these were satisfactorily cleaned, the milk was taken from the glasses and transferred into them. One of these bottles was then left with the employee, and the other two taken away by witness and Inspector Haig. Later in the day, one of these bottles was forwarded to Mr. Dovey, who is the Government Analyst, for his inspection.

Mr. Turner.—Inspector, when you went into this shop was the glass you asked for as big as this one (produced)?—It was a larger one than that.

I will tell you, Inspector, that this (produced) is the largest glass that you can get at the Kowloon branch of the Dairy Farm. You had two glasses into which were poured the milk from three bottles. Were those bottles similar to this one?—Yes, they were bottles of that size.

At the request of Mr. Turner, the bottle exhibited in Court was filled with water, and when this was poured into the tumbler it was found that there was a space left between the level of the water and the rim of the glass.

Inspector Lee's explanation was that the contents of the three bottles he purchased could comfortably go into two of the large tumblers he mentioned, and yet leave a vacuum enabling the operation of mixing, in the method mentioned, to be done. At least four times he mixed the contents of one glass with those of the other, and between the pouring, the milk was well stirred up with the spoon.

In reply to questions by His Worship, witness said that before proceeding to the establishment he had received instructions as to how to act. He had before beginning the operation asked for a jug or some large vessel which could receive the contents of the three bottles together, but as this vessel could not be obtained, he used the tumblers instead.

Mr. Dovey, Government Analyst, stated that the result of the analysis he undertook on the sample of milk sent to him by Inspector Haig was as follows:—

89 per cent. water.

8.37 " non-fat substances.

2.25 " fat.

1.6 " added water.

Genuine milk, added the witness, should contain 8.5 per cent. non-fat solids, whilst the milk fat should be not less than 3 per cent. The deficiency meant that 25 per cent. of the milk fat had been extracted.

Witness agreed with Mr. Turner that the result embodied in the figures could be brought about by not giving the milk a proper mixing.

Mr. Turner then referred to the analysis made by the Company's milk tester, Mr. Makeham, with the sample left in the Kowloon establishment when Inspector Lee left. It was found that the specific gravity, as verified by the lactometer by Mr. Makeham, was 1.0315, as compared with 1.0311 reported by Mr. Dovey. The

difference was not much, but the findings of the two Analysts disagreed by over one per cent. in spite of the fact that the same instruments were used by both. Mr. Makeham's analysis was:—

87.62 per cent. water.

8.78 per cent. non-fat solids, and

3.60 per cent. fats.

This gave a difference in the figures regarding the fats, an increase of 1.35 per cent. being indicated over Mr. Dovey's discovery.

Mr. Turner's argument, which was borne out by Mr. Dovey on the technical point, was that the higher the specific gravity of the milk, the lesser would be the quantity of fat in the milk, and vice versa. The almost identical findings by Mr. Dovey and Mr. Makeham on the specific gravity of the samples they analysed would explode this theory, but for the probability that the milk had been badly mixed.

In the witness box, Mr. Makeham said that he had been milk tester for the Dairy Farm for the last 20 years, and with the exception of one or two isolated cases in respect of individual cows, he had found the average fat in unadulterated milk to amount to 3.6 per cent. Only in the case of one or two isolated cows he had found that the fat was less than 3 per cent. Within the last month, he had always found that the quality of the milk was good on the average.

Mr. Turner, in his defence, said that in this case the charge, were it not disproved, would spoil the reputation of the Company, who always had prided themselves on the fact of being careful in regard to the sale of their goods. As the evidence of the two Analysts stated, bad mixing would result in the discrepancies between the two reports, and the point of similarity in the specific gravity had also to be considered. If the milk had, for instance, been mixed together in one large receptacle, such as a jug, there would be a uniformity in the contents of the substances of the milk.

His Worship (Mr. Dyer Bell) remarked that that would be the obvious way of going about the business. He dismissed the case, and advised that the instruments used by Mr. Makeham be forwarded to Mr. Dovey to verify their correctness with those used by the Government Analyst.

To this the representative of the Company, who responded to the summons, said he was agreeable.

AVIATION NOTES.

[BY "METEORITE"]

Communications received by the Hongkong Aero Club from Major Charles J. Glidden, who with other members of the Aerial Derby Commission recently visited the Colony speak of preparations being made for a test flight round the world prior to the Derby, and confirm a report made in these columns a fortnight ago. Tois test flight which will be commenced from London, will arouse wide world interest, in many respects chiefly because it is an attempt to achieve a feat in relation to which such notable flights as the Alcock-Brown transatlantic, and the Rome-Tokio and Cape-to-Cairo transcontinental flights would appear to be minor enterprises. Where previous long-distance flights had for their aim the successful attainment of the pioneer's work, the present proposed undertaking will attempt to amalgamate this with a demonstration of the practicability of aerial travel over the circumnavigational route by the inclusion of passengers. The aeroplane to be used for the flight will be a Handley Page, of the type W8, and an improvement on the class of machines now used in the regular service between Paris and London. It is fitted up for the carriage of ten passengers, besides the pilots who, by the way, are two of America's well-known and experienced aviators.

As officer in charge of the Derby contest which will take place next year, Major Glidden has conceived the idea of this test flight in connection with which he has made the most extensive arrangements. As soon as the conditions permit, the aeroplane will start from London moving East. Aerodromes and landing fields are now in existence over the entire route from London to Tokyo, and from Seattle to New York, with suitable other landing facilities at points where stops may be advisable or made necessary. Complete details of this test flight including the route, distance etc., and cost of transportation are in course of preparation.

As the interest of the Commission solely concerns itself in the arrangements for the flight, and the results it may eventually bring for the cause of aviation, it has been left to the passengers to participate in the flight to share the expense of the trip equally amongst them. If, as the Commission anticipate, the number of passengers exceeds ten, then a second aeroplane will be provided.

But perhaps what will most receive the attention of local aviation enthusiasts is the announcement that each Commissioner is entitled to nominate a person for the trip. It is not thought likely that Mr. S.H. Dodwell, who is Commissioner for South China, will wish to exercise this privilege, but, as a local resident points out "nothing venture, nothing win" and it is up to some venturesome resident or enterprising newspaper to fulfil the expectations of the Commission. It may be that the rule that passengers have to pay their own expenses will operate as a curb to the would-be passenger's ardour, but it is suggested that where private means are not equal to the occasion, the expenses, in view of the sporting nature of the trip, be defrayed by public subscription. I wonder if the Colony will rise to the occasion in this opportunity it has of proving the great interest it has manifested in aviation?

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To the energetic members of the Commission the world of aviation is indebted for their valuable services in the cause of aviation. On their return to New York after the completion of their world tour an expression of thanks was tendered to the members by the Board of Governors of the Aerial League of America who also ordered special testimonials for the important part taken by Commodore Louis D. Beaumont, and appointed Major Glidden to be Acting Chairman of the Contest Committee to conduct the National and International Balloon Races to be held in the United States, and the International Aeroplane Race to take place in Paris.

For the international event it has been announced that Ernest Demuyter, who represents the Aero Club of Belgium, will be one of the competitors of the Gordon Bennett Club in his balloon "Belgica." The records indicate that Mr. Demuyter participated in the seventeenth annual Gordon Bennett Race which was held at Stuttgart in 1912 and resulted in a win for France.

For the National Balloon Races fourteen contestants have been listed, these including representatives from the United States Army and Navy. This event will also serve as an elimination contest for the International Race which will follow later.

Mr. Ricou yesterday returned from the North by the M.M. Andre Lebon. I was informed that the arrangements for the service between Shanghai and Hankow are proceeding smoothly. A banger with the necessary equipment is to be established at Shanghai, and also at the Hankow end, and as soon as these have been completed, possibly within a month, the machines for the service will be brought over from Macao. Meanwhile affairs at Macao are proceeding but slowly. Mr. Ricou believes that the Lisbon Government has been communicated with by the Macao authorities for the securing of official sanction for his proposed services to Hongkong. He had found the Macao officials most obliging, and ready to fall in with his plans. As regards the prospects for an early starting of the local service, Mr. Ricou appears not to be very optimistic. He can do practically nothing until the regulation of the 250 feet over the Harbour is removed on the authority of the Home Government. Doubtless, the provisions of the Aerial Convention, to which England is a party, will operate here, but until notification is forthcoming as to the manner of their application to the Colony the service will have to wait.

Mr. Ricou informs me that the flight to Shanghai was carried out under severe weather conditions which would have produced serious effects on the constitution of the average landsman. For many hours the machine was exposed to the bitterest gale that he had so far experienced in his flights, and were it not for the durability of the Curtiss, it would have been impossible to come out from the typhoon without serious mishap.

Up to a late hour yesterday Mr. Ricou was in communication with the Hongkong Observatory to ascertain the atmospheric conditions for his flight to Haiphong which was to have been made this morning with Mr. F. Alvarez as

THE MERCURY GARAGE CO.

FOR
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PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

BARGAINS

BARGAINS

YEE SANG FAT CO. MONEY-SAVING SALE

BARGAINS

BARGAINS

INTEREST ON
ADVANCES.

A HIGHER RATE.

An important circular (see the N. C. Daily News of the 10th instant) has within the last day or two been received by clients of the Hongkong & Shanghai Banking Corporation to the effect that from the end of the present month the bank will charge interest at the rate of 8 per cent. upon its ordinary advances, this in view of the present demand for money. For some time past other banks have been charging a rate of 8 per cent. and the fact that the Hongkong Bank is now about to increase its rate also will bring home to the general public the financial stringency prevalent throughout the whole world, a condition which bankers at home have been emphasizing in late months.

While the whole subject of this universal stringency demands consideration, it is worth pointing out in the first place regarding this increase that trade bills from London now bear interest at the rate of 8 per cent. and those from New York at 9 per cent. These rates are indicative of the economic condition of the world resulting from inflation and the other evils to which war has given rise. The credit of the world is limited, and what bankers are endeavouring to do is to divert that credit away from unproductive classes of business and put it at the service of genuine trade. Thus we have recently found European and American banking institutions talking of rationing credit, in other words shutting down upon speculation in its various aspects while still supplying legitimate enterprise with adequate resources. The need for this is well exemplified in the case of Great Britain, as an instance. Although the actual wealth of the country is smaller than before the war, it is represented by a greater number of counters, which, however, are not real credit, and it is to make the actual wealth operate in the best interests of the country that the rationing has taken place. In addition to this rationing we have another means towards curbing speculation in the form of higher interest rates.

LIQUID ASSETS REQUIRED.

China is, of course, not immune from the effects of this worldwide stringency, and we see here the need of keeping assets in as liquid a form as possible in order to give the country's business its due assistance. This higher rate of interest denotes a movement in that direction.

A great deal of money is all the time being used in classes of business which do not keep trade moving, such, for instance, being advances for the purchase of shares. The advances made by the banks under this heading, including the amounts necessary to carry shares which had been bought forward, have been very considerable at times during the past two years, and it is no exaggeration to say that many millions have been locked up by this means. All this money, accordingly, is not available for financing the trade of the country, and under present world conditions its absence is apt to be severely felt. The higher prices of commodities mean that more money is requisite to finance the trade in them, and if adequate facilities are to be given for that trade operations of an unproductive character have been curtailed. Higher rates of interest are the first step to be taken in this process of curtailment.

We understand that the differentiation in treatment of opposing classes of business which has lately been receiving so much attention in Europe and America is likely to be seen here. At the present moment, for instance, the general business of the port is hampered through the absence of exports, and obviously that is a line to be specially fostered. In the circumstances we understand that it is not the intention to raise the rates in cases of direct advance against export cargo.

SQUIBS AND REVOLVER IN
CATHEDRAL.

Whilst a noted pulpit orator was preaching against divorce in Lehigh Cathedral a dissentient member of the congregation began firing squibs. A worshipper in the rear thereupon pulled out a revolver and fired at him. A scuffle ensued; the carabinieri were called in, and several arrests were made.

THE TYPHOONS OF
SEPTEMBER 3.ANXIOUS TIME FOR
MARINERS.

What is probably the most extraordinary series of typhoons that has troubled the anxious mariner for a great many years was experienced in the seas off the coast of China during the week from September 1 to the 8th.

Two typhoons of unusual severity followed close, while one of these threw off two more whirls, probably splitting on Formosa, which, while not of great intensity, must have been sufficiently troublesome to vessels which encountered them. Meanwhile another disturbance had formed in the China Sea south of Hongkong which passed down the coast toward Hainan and Tongking.

Unfortunately, the severity of the hurricanes brought down all the land wires of Formosa and the Philippines and it is, therefore, difficult to collect fuller data until mail reports have come in.

The first disturbance was signalled from Siccawei on August 28 as north of Guam, it being then a high pressure area over Japan, the course followed nearly all the typhoons of the month before, recurring to the northeast across Japan, was denied this one and it continued to advance, passing between the Mariannas and Luzon.

On August 29 it was signalled as in Lat. 16 Long. 140 moving N.W. and advancing toward Formosa and the Loochoos while Manila signalled the probable formation of another one in the vicinity of the Philippines. This afterward proved to be even more severe than the first, the track of which it tended to follow.

On the afternoon of the 29th, it was reported to be still moving toward Formosa, the high pressure at the Bonin Islands preventing it taking a more northerly course. On the 30th it was definitely known to be moving toward the north of Formosa and threatening the coast between Wenchow and Ningpo, while the removal of the high pressure area in the north might have caused it to advance directly on Shanghai.

On the 31st it was being felt at full force at Naha, where a north-easterly gale was raging and at Meiacosima where it was blowing strongly from the northwest; the typhoon passing between the two islands, still maintaining its north-westerly direction.

It was then that the second typhoon had been definitely ascertained to be forming in the vicinity of the Visayas, in the southern Philippines. On September 1, the first disturbance had continued to approach and its influence was being felt in violent gales from the west of Japan to the Sables. It continued so until the 3rd when it was reported as in Lat. 26 Long. 125 still approaching this port, and at 4.35 p.m. it was thought advisable to fire the typhoon gun, warning all small craft to seek shelter, and to hoist the ball at the Customs flagstaff as a warning to vessels that the disturbance might be expected to strike the port. The barometric pressure at the centre was then reported from Meiacosima to be as low as 28.30 showing a typhoon of unusual severity, but this was greatly surpassed by the second one which followed it from the Philippines. This first typhoon landed on the afternoon of the 3rd south of Wenchow and was heard of no more, probably filling up on contact with the land.

The second one, which had apparently formed south and west of the Philippines, pursued a most extraordinary course, sweeping the island of Luzon from end to end and bringing down all the land wires. It then did the same with Formosa, which had already been ravaged by the first, passing through the Bashee Channel from west to east, contrary to the usual line of progression. Its path from then on is largely surmise as no telegrams could be obtained from Luzon or Formosa and only the wireless reports of ships in the vicinity showed where the disturbance was situated. It appears to have inclined more to the west on reaching the north end of Formosa and on the afternoon of the 4th it was signalled as being west of Meiacosima, inclining to W.N.W., with a reading at the centre of 27.56, the lowest recorded since 1901.

Meiacosima telegraphed on the 3rd that the barometer was 27.53 and the wind a heavy gale from northeast, showing that it had the reading of the first typhoon and the winds of the second.

DAIRY FARM NEWS.

SAUSAGES

Pork Sausages

Beef " "
Liver " "
Bologna " "
Brawn " "

Made daily

TO-DAY'S SPECIALITY

Oxford Sausage

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY, LIMITED.

What actually happened to the

second and more severe typhoon

is not yet known. It was signalled

from Siccawei on the 5th as in

the middle of the Formosa

Straits moving W. N. W. and on

the 6th as in Lat. 26 Long. 123,

off the north end of Formosa, and

recurring and it is probable that

it moved off toward Japan with

decreasing intensity and filled

up. The first one, which had

landed south of Wenchow,

moved inland in the shape

of a continental depression,

to the south of this

port and was reported, on the

morning of the 7th, as being in

the vicinity of Kiukiang. Naturally,

with the confusion of

barometric readings and winds

caused by two typhoons of such

intensity, with two minor ones in

the vicinity, masters of vessels on

the coast had a very anxious time

and though most of the coast ships

were able to make sheltered

anchorage in good time, ocean

steamers which encountered the

disturbances experienced a very

trifling time. The C.N. s. Chenan

which arrived from the North

on September 3 experienced a

very heavy easterly sea

from about 100 miles south of

Tsingtao to Shawshean while the

C.P.O.S. s. Empress of Japan

found no unusual sea until near

the Sables on the following day,

when a mountainous sea was

met with.

The M.M. s. Scharnhorst, which

arrived from the South, September

7, with 2,000 repatriated coolies

on board, was caught in the

centre of the second typhoon in

the Formosa Strait and, unable to

steam against the terrific sea,

hove to with sea anchors out and,

though light, was swept by the

seas.

The S. M. S. Dollar, in ballast

from the South, also came through

the centre of this typhoon,

having a dead calm which lasted

for about an hour. So

tremendous were the seas that

the vessel shipped solid water

over her rails, in ballast though

she was and about 40 feet out of

the water. She pitched so heavily

that both the compasses were

thrown out of their bowls and the

ship was quite unmanageable.

When it was deemed necessary

to wear ship to prevent her going

ashore on the Pescadores, it took

over two hours to get the vessel

round on the other tack. Of

course, no ships left port during

the four days from September 3

to the 6th. The S. Chenan,

which was to have left

at daylight on the 4th,

remained at the Bund until

the afternoon of the 5th

and then was obliged to anchor

again at Woosung where there

were ten ships waiting to put to

sea, including the Empress of

Japan which was to have sailed

on the 4th.

Two typhoons of such severity

following so close upon each

other and with the complications

of secondary whirls, have rarely

been experienced before on the

China coast and the fact that

there have been no casualties

reported speaks well for the

seamanship of the masters, who have

passed through an exceptionally

harrowing period.—Shipping and

Engineering.

PRINCE CHARLIE'S WINE GLASS.

A rare Jacobite wine glass

said to have been used by Prince

Charles at the banquet given him

by the ladies of Edinburgh in

1745, was sold at Sotheby's

recently for £190. The glass is

engraved with a portrait of the

Prince.

MERCHANT MARINE.

CHINA COAST CHARGES.

Captain C. C. Williams, of the

Tatung, is on leave.

Captain K. E. Tuebben, from

reserve, has gone master, Tatung.

Captain A. J. Scott, from reserve,

has gone master, Liangchow.

Captain G. Hooker, of the

Liangchow, is on reserve.

Mr. H. A. Vivian, second officer,

Chenan, is on reserve.

Mr. W. H. Godfrey, second

officer, Taming, is on reserve.

Mr. S. C. Smith, from reserve,

has gone second officer, Taming.

Mr. Q. J. Pirie, chief officer,

Kiukiang, is on reserve.

Mr. E. M. Gellie, chief officer,

Chusan, is on reserve.

Mr. A. Dockwray, chief officer,

Washing, has gone chief officer,

Haogang.

Mr. S. J. Barden, from reserve,

has gone chief officer, Washing.

Mr. A. F. Johnson, super-

numery chief officer, Changwo,

has gone chief officer, Tuckwo.

Mr. S. F. Pinchin, acting chief

officer, Tuckwo, has gone second

officer, same ship.

Mr. A. J. Rookledge, second

officer, Kingsing, has gone second

officer, Wosung.

Mr. W. H. Watson, from reserve,

has gone supernumery

second officer, Kingsing.

Mr. J. Ogier, supernumery

second officer, Loongsang, has

gone second officer, Loksang.

Mr. F. T. Harris, chief officer,

Cheongshing, is on reserve.

Mr. W. Lutkin, from reserve,

has gone chief officer, Cheong-

shing.

Mr. W. F. O. Farrell, second

officer, Loongsang, is on reserve.

Mr. J. G. Melling, from reserve,

has gone second officer, Loong-

sang.

Mr. J. Thomson, acting chief

engineer, Taisang, has gone

chief engineer, Kingsing.

Mr. G. Porterfield, acting chief

engineer, Kingsing, has gone

second engineer, same ship.

Mr. J. J. Robertson, acting

second engineer, Kingsing, has

gone third engineer, Koonshing.

Mr. W. Nicoll, third engineer,

Koonshing, is on reserve.

Mr. T. Hay has been appointed

supernumery second engineer,

Changwo.

Mr. G. W. Russell, chief

engineer, Changwo, is on leave.

Mr. N. Poignand has been ap-

pointed third engineer, Toonan.

Mr. F. W. Jones, chief officer,

Kwongying has signed off.

Mr. W. G. Frendergast has

signed on chief officer, Kwong-

ying.

Mr. C. S. Robb has signed on

third officer, Hailong.

Mr. W. Jones, third officer,

Hailong, has signed off.

Mr. H. C. Kiddle has signed on

chief officer, Phranang.

Mr. J. Cameron, chief officer,

Phranang, has signed off.—Ship-

ping and Engineering.

WOMEN NURSING BABIES

should be careful to avoid con-

stipation, for this condition lets

loose poisons into the blood and

thus robs the baby's food of

purity and strength. The most

efficient laxative for woman's use

is Pinkettes, which neither gripe

nor purge.

Being purely vegetable, Pink-

ettes cannot injure even the most

delicate system, and are a

splendid remedy for sick head-

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Old English make

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CPLOS

SAILINGS

HONGKONG TO VANCOUVER

 via Shanghai, Nagasaki ("Mojo") Kobe & Yokohama
 Steamers From Hongkong Due Vancouver

Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 28	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from Hongkong. From conditions on the Atlantic are ascertained as to the Pacific Atlantic steamer service can be arranged by letter or cable for all passengers to Europe. Freight rates from Montreal to Liverpool, London and other ports. Passengers carrying all such requirements will be issued here.

For fares and other information please apply to:

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PACIFIC MAIL S.S. CO.

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FOR SAN FRANCISCO.

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Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

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TELEPHONE 141.

Cable Address "SOLANO."

PACIFIC SHIPPING.



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NEW YORK VIA VANCOUVER.

STEAMERS.

SAILING DATE.

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"HAROLD DOLLAR" ... OCT. 25TH. VIA PANAMA.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to:-

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GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.

792.

SAILING DATES.

EUROPE, U.S.A., ETC.

Jeyapore	P. & O.	Sept. 15
Easterling	P. & O.	Sept. 15
Cape May	P. & O.	Sept. 15
Montague	P. & O.	Sept. 15
Deuel	S. & D.	Sept. 15
Calcutta	M. N. Y. K.	Sept. 16
Toba	J. C. J. L.	Sept. 17
Dilwara	P. & O.	Sept. 17
Egmont	C. D. N. Co.	Sept. 20
Yokohama	N. Y. K.	Sept. 20
Honolulu	M. O. S. K.	Sept. 20
L. Farrar	R. D. Co.	Sept. 20
Mentor	B. & S.	Sept. 21
Kanawda	P. & O.	Sept. 21
Tanyo	M. N. Y. K.	Sept. 22
E. of Asia	C. P. O. S.	Sept. 22
West Himrod	S. & D.	Sept. 24
Tanda	P. & O.	Sept. 24
Khiva	P. & O.	Sept. 24
Atlas	M. O. S. K.	Sept. 25
Van Waaswyck	J. C. J. L.	Sept. 25
Crosskeys	A. L.	Sept. 25
Arabia	M. O. S. K.	Sept. 27
Korea	M. N. Y. K.	Sept. 30
Katori	M. N. Y. K.	Sept. 30
U. of Dunkirk	B. L.	Sept. 30
Eldred	P. S. T. Co.	E. Oct.
Tosa	M. N. Y. K.	B. Oct.
Ajax	B. L.	Oct. 1
Changsha	B. & S.	Oct. 1
Hungaria	D. & Co.	Oct. 3
Eurypylus	B. & S.	Oct. 3
Tamba	M. N. Y. K.	Oct. 4
St. Albans	P. & O.	Oct. 6
Nankin	P. & O.	Oct. 6
Tajima	M. N. Y. K.	Oct. 8
Baarn	M. J. C. J. L.	Oct. 8
Harold	D. R. D. Co.	Oct. 9
Maduan	F. W. & Co.	Oct. 10
Morioka	M. N. Y. K.	Oct. 12
Vinita	L. A. Co.	Oct. 13
Eldena	P. S. Co.	Oct. 15
Melville	D. R. D. Co.	Oct. 15
Mishima	M. N. Y. K.	Oct. 15
Matoppo	B. L.	Oct. 15
Nikko	M. N. Y. K.	Oct. 20
E. of Russia	C. P. O. S.	Oct. 21

JAPAN, COAST PORTS, ETC.

Huichow	M. B. & S.	Sept. 15
Esang	J. M. Co.	Sept. 15
Tungshing	J. M. Co.	Sept. 15
Taian	M. N. Y. K.	Sept. 15
Loksang	J. M. Co.	Sept. 15
Chaksang	J. M. Co.	Sept. 15
Wingsang	J. M. Co.	Sept. 15
Loongsang	J. M. Co.	Sept. 15
Kansu	B. & S.	Sept. 15
Borneo	M. D. & Co.	Sept. 16
Sinkiang	B. & S.	Sept. 16
Sado	M. N. Y. K.	Sept. 16
Kumsang	J. M. Co.	Sept. 17
Tijlboet	J. C. J. L.	Sept. 17
Bengkalis	J. C. J. L.	Sept. 17
St. Albans	P. & O.	Sept. 17
Hailong	D. L. Co.	Sept. 17
Jacox	P. M. Co.	Sept. 17
Choysang	J. M. Co.	Sept. 17
Nikko	M. N. Y. K.	Sept. 18
Tjisondari	J. C. J. L.	Sept. 18
G. Apar	P. & O.	Sept. 19
Tea	B. & S.	Sept. 19
Tijlboet	J. C. J. L.	Sept. 20
Shin-i	M. N. Y. K.	Sept. 20
Torilla	P. & O.	Sept. 21
Haiching	D. L. Co.	Sept. 21
Chipsang	J. M. Co.	Sept. 21
Sbaung	B. & S.	Sept. 21
Kanchow	B. & S.	Sept. 21
Kastgar	P. & O.	Sept. 22
Haihong	D. L. Co.	Sept. 24
Kwasang	D. L. Co.	Sept. 25
Thimaoek	J. C. J. L.	Sept. 25
Kitano	M. N. Y. K.	Sept. 30
Yotorofu	M. N. Y. K.	Sept. 31
Tominra	M. N. Y. K.	Oct. 3
E. Crown	S. & D.	Oct. 14
Aki	M. N. Y. K.	Oct. 16
Hokuto	M. D. & Co.	Oct. 19

SAN FRANCISCO.

U.S.S.B.

"WEST HEPBURN"

Sailing about October 1st.

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3rd Floor.

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THE ABOVE NAMED PORTS
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U.S.S.B. "GLYMONT"

Sailing on September 25th.

U.S.S.B. "LAKE FARRAR"

Sailing on October 1st.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

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795

Manager.



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For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
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"CROSSKEYS" ... About Sept. 25th.

"ICONUM" ... Oct. 6th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"MONTAGUE" ... About Sept. 15th.

For SEATTLE.

Through Bills of Lading issued to Overland Common Points.

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ANTWERP & ROTTERDAM.

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ABOUT SEPTEMBER 15TH.

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5th floor

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HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	20,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.
SHINYO MARU	22,000	Nov. 22nd.

* Not calling at Shanghai.

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VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
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MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.

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15,000 tons. 11,000 tons. 10,000 tons.

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SAN FRANCISCO

VIA HONOLULU, JAPAN PORTS & HONOLULU.

"CHINA" "NANKING" "NILE"

Sept. 24th. Oct. 31st. Nov. 6th.

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"TO SAN FRANCISCO & SEATTLE."

"DEUEL" ... 16th September.

"WEST HIMROD" ... 24th September.

To CUBA.

"CHIPCHUNG" ... 29th September.

"To SAN FRANCISCO DIRECT."

"ELKHORN" ... 30th September.

Through Bills of Lading issued to all U.S. and Canadian

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Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

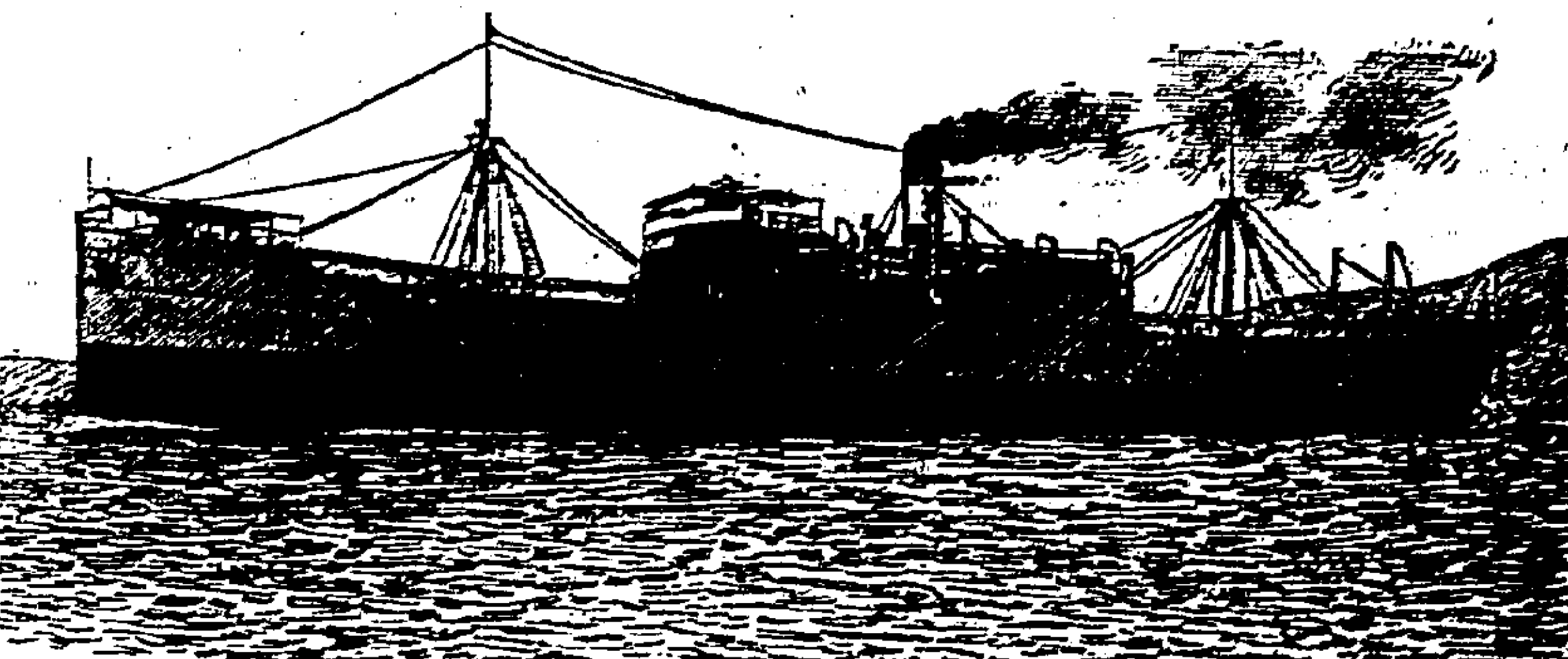
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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
JEYPORE (cargo)	5,200	15 Sept. noon	M'ss. London & Antwerp.
DILWARA	5,400	17 Sept. noon	Spore, Colombo & B'way.
KHIVA	9,000	24th Sept.	M'ss. London & Antwerp.
NANKIN	9,000	8th Oct.	M'ss. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

PANDA	7,000	21st Sept.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Malbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	6th Oct.	

Omit Sandakan; call Port Darwin.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	17th Sept.	Japan direct.
G. APCAR	4,500	19th Sept.	Shanghai & Japan.
TORILLA	5,200	21st Sept.	Shanghai & Japan.
KASHGAR	9,000	22nd Sept.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 ft. x 2 ft. x 2 ft. will be received at the company's Office up to noon on the day previous to sailing.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'lung, Manila, S'hai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Thursday, 30th Sept. at 11 a.m.
TAJIMA MARU ... Friday, 8th Oct. at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU ... Monday, 20th Sept. at noon.
TAMBA MARU ... Monday, 4th Oct. at noon.
MISHIMA MARU ... Friday, 15th Oct. at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.
DAKAR MARU ... Friday, 29th October.
MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.
TOTTORI MARU ... Tuesday, 23rd September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
TANGO MARU ... Wednesday, 22nd Sept. at 11 a.m.

NIKKO MARU ... Wednesday, 20th Oct. at 11 a.m.
MORIOKA MARU ... Tuesday, 12th October.

NEW YORK via Panama. Sailing from Kobe 26th September.
CALCUTTA MARU ... Sailing from Kobe 26th September.

SOUTH AMERICAN PORTS via Cape.
TOBA MARU ... Sailing from Singapore Beginning of October.

BOMBAY & COLOMBO via Singapore.
TETOROFU MARU ... Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.
TOMINARA MARU ... Sunday, 3rd October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU ... Friday, 17th Sept. at 11 a.m.

AKI MARU ... Saturday, 16th Oct. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.

SADO MARU ... Thursday, 16th Sept. at 11 a.m.
SHIN-I-MARU ... Monday, 20th September.

KITANO MARU ... Thursday, 30th Sept. at 11 a.m.
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S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	in port	24th Sept.	Shanghai.
Tjilboet	Japan	in port	17th Sept.	Java.
Tjilmanoeck	Java	in port	20th Sept.	Yokohama.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	in port	18th Sept.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

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Sailing on or about 20th September.

VIA SUEZ.

S.S. "MUNCASTER CASTLE"

about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.**BRINDISI, VENICE & TRIESTE.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" Sailing on or about 3rd October.**S.S. "AFRICA"** Sailing about 7th November.

Passengers' Luggage can be insured at the office of the Agents.

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Regular services between

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For JAPAN, S.S. "RIOHUN M." sailing on or about 14th Sept.

S.S. "HOKUTO M." sailing on or about 19th Oct.

S.S. "BORNEO M." sailing on or about 30th Oct.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

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Steamship services Trans-Pacific.

also to Australia, Europe, etc.

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Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

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DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	25th Sept.	1st Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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Telephone No. 35.

Agents.

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TO

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For Steamer "MATOPPO" Sailing 15th October.
LONDON

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

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HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 10	S.S. VINITA	Oct. 13
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.
Ships connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

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BRANCH OFFICE:

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CHAS. E. RICHARDSON,

General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Choysang	Fri., 17th Sept. at d'light.
MANILA	Loongsang	Fri., 17th Sept. at 2 p.m.
STRAITS & Calcutta	Kumsang	Fri., 17th Sept. at 3 p.m.
TIENTSIN	Chipsang	Tues., 21st Sept. at d'light.
SHANGHAI	Hopsang	Tues., 21st Sept. at d'light.
STRAITS & Calcutta	Kwaisang	Sat., 25th Sept. at 3 p.m.
KOBE	Yatsing	Tues., 28th Sept. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about 17th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "KWASANG" will be despatched on or about 25th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

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General Managers.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
WEIHAIWEI, CHEFOO and TIENTSIN	Fuichow	15th Sept. at d'light.
SHANGHAI	Sinkiang	15th Sept. at noon.
SHANGHAI & TSINGTAO	Tein	19th Sept. at d'light.
AMOY, SHAI & PUKOW	Shantung	21st Sept. at 10 a.m.
SWATOW & BANGKOK	Kanchow	21st Sept. at noon.
SHANGHAI	Sunning	23rd Sept. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong Sept. 15, 1920.

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HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailoong	J. S. Thomson	FRI., 17th Sept. at 2 p.m.
Hailong	A. H. Stewart	TUES., 21st Sept. at 2 p.m.
Hailong	W. C. Passmore	FRI., 24th Sept. at 2 p.m.

(Calling at Amoy for Passenger only.)

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

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Douglas Laprak & Co.,

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AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"AJAX" via Suez 30th Sept.

"CITY OF DUNKER" via Suez 5th Oct.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG**HONGKONG & CANTON REISS & CO. CANTON.**

SHIPPING.

VESSELS ARRIVED.

The Indo-China Navigation Company's LUNG SHING arrived this morning from Canton with 113 tons of through cargo—Mooring C 34.

The Glen Line's PEMBROKE-SHIRE came into port this morning from Middlesbrough with 800 tons of general merchandise for the Colony and 4,500 tons for Shanghai and elsewhere. The vessel's propeller was damaged on the voyage. She brought 35 bags of mails from Singapore—Mooring Kowloon Wharf.

The P. & O. steamer JEYPORE arrived this morning from Yokohama with 600 tons of general cargo for the Colony and 4,200 tons of silk for elsewhere—Mooring A 2.

From Yokohama and Shanghai the Messageries Maritimes' ANDRE LEBON brought yesterday 242 tons of general merchandise for the Colony. Her passengers numbered 21 first-class, 167 second and 25 deck—Mooring A 4.

From Kobe and Moji the a.s. BORNEO M. came in this morning with 650 tons of paper and general ware for Hongkong and 3,740 tons of canned goods, cement and general merchandise for elsewhere.

The N.Y.K.'s TAIAN MARU brought from Kobe and Moji this morning 291 tons of direct and 2,900 tons of through cargo—Mooring Kowloon Wharf.

DEPARTURES.

The s.s. ESANG cleared this morning at 6 o'clock for Shanghai with 700 tons of general cargo.

The INDUS MARU cleared this morning at 7 o'clock for Bombay with 450 tons.

The s.s. YUNNAN departed this morning at 11 o'clock for Bangkok via Swatow with 320 tons of general cargo.

The BENALDER left at daylight for Yokohama via Nagasaki with 150 tons of general cargo.

The ANDES MARU departed yesterday afternoon for Kobe with through general cargo.

The HAIHONG departed yesterday at 2 o'clock with 400 tons of general merchandise, and 250 deck passengers.

The LOK SANG departed this morning at 8 o'clock for Haiphong with two European passengers and 500 tons of cargo.

The ANDRE LEBON left this morning at 6 o'clock for Marseilles via Saigon with 200 tons of through cargo and 70 first-class, 180 Asiatic cabin passengers.

The DEWAWONGSE will leave to-morrow at 10 o'clock for Saigon under ballast.

The DERWENT left this afternoon at 4 o'clock for Saigon with 1,200 tons of general cargo.

The KANSU left for Newchang this afternoon with 700 tons of general merchandise.

The TAIAN MARU leaves to-morrow at 8 a.m. for Bombay via Singapore with 800 tons.

The BIRMINGHAM CITY left this afternoon for New York via Singapore with a thousand tons of through cargo.

The JEYPORE departs to-morrow at daylight with 675 tons of through cargo.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. JEYPORE left Shanghai for this Port on the 11th instant at 10 a.m. and is due here on the 15th instant at about 6 a.m.

The s.s. AJAX (Blue Funnel Line) left Singapore on 11th inst. for Hongkong, and is due here on 16th instant.

The B. L. s.s. G. APCAR, left Singapore for this Port on the 12th instant, and is due here on the 17th instant at about 6 p.m.

The R. M. S. EMPRESS OF ASIA arrived at Shanghai

Summer Styles in KIDDY LAND



Dainty Hand-Embroidered Frock with Sash to Match.

Children's Modes.

Linen is far and away the most favoured material for childish raiment. For little girls there are smart frocks of white or coloured linen trimmed with rickrack, braid or hem-stitching, and delicate frocks of cobwebby fine handkerchief linen with hand embroidery of the daintiest sort.

HAT AND FROCK TO MATCH.

An excellent example of this season's linen frock for a small girl is pictured. The frock, of white linen, is cut with admirable simplicity, falling in straight lines from a kimono shoulder. A sash of the material is passed through two buttonhole slashes at the front of the waistline and tied loosely at the back. Neck and short sleeves are finished with pleated frills. The little frock buttons down the back and three buttons, set across the front between the buttonhole slashes, add a smart trimming touch. With this cool, straight little frock petticoats are omitted and are replaced by pantaloons of white linen, with tiny ruffles at the knee where the pantaloons are shirred over narrow elastic. A white poke bonnet, also of linen, has a bow of soft, thick white ribbon. This frock would be admirable in old blue linen or brown linen, for play wear.

SPRINGS OF DAINY EMBROIDERY.

Another linen frock, for afternoon occasions, is equally charming. It is composed of handkerchief linen, hand-embroidered at regular intervals with tiny sprigs of lavender. The tiny set-in sleeves are left plain and are edged with frills of net footings. A similar frill encircles the neck and frilled footings is used instead of a hem on the skirt. A narrow gros-grain ribbon in lavender makes the sash which has long time loops and ends that fall over the skirt just at one side of the back. This little girl has also a becoming poke bonnet, made of white organdy with a frill of net footings at the edge of the brim and a big bow of organdy tied across the back.

DOTTED SWISS MUSLIN.

A delightful little frock of white dotted swiss, smocked across front and back and hand-embroidered with tiny pink forget-me-nots, is pictured. The neckline is square in this instance and the sleeves are little puffs gathered into straight bands. A feature of the dotted swiss frock is its very deep hem. These deep hems are both smart and practical for they admit of "letting-down." One must not overlook the fascinating bonnet worn with the dotted swiss frock. It is made of dotted swiss gathered crown and brim put together with an insertion of lace. An edge of the lace finish the shirred brim and underneath is a second frill of lace, the soft frills of the brim tumbling around face and neck.

HAREM SKIRT.

Very smart and modern is the harem skirt worn in her modish



Cool Little Linen Frock with Loose Sash and a Linen Hat to Match.



Like her Mama, She has a Harem Skirt.

SMART AFTER-NOON DRESS.



In the above model, lace is combined with apricot georgette and tulle ribbon. There is a foundation of crenellated chiffon. The georgette is hung with a few gathers in a straight line tunic, meeting a panel that alternates lace and ribbon, at the back. A bodice of georgette with bertha of lace, an odd sash of georgette edged all around with the lace, tightly smart hat of lace with a flower, bedecked crown, complete the costume.

Modes for Ladies.

The fashions for autumn are not yet known, but from all one hears it is very evident that for daytime frocks we may see some basques with dropped waistlines and pleated skirts, both of which recall the fashions of the eighties, though the appearance of the modern uncorseted figure in them will be a great contrast to the hour-glass effect which was considered beautiful in those days.

Some costumes worn at the recent race at Auteuil have foreshadowed this mode in the shape of pleated basque frocks, and other indications here and there point to its further development as the season advances. For one thing, it permits the woman with a supple waist to show it to advantage. These frocks will button right down the front, and have long plain sleeves and high collars, as has been seen recently in many models—though, in general, women like the open neck too well to give it up. Probably plaids, for which a tremendous vogue is already predicted, will be combined with plain materials for these dresses, which are exceedingly becoming to certain types of women.

Combinations of material are most interesting. Tricotine and others of the various wool materials combine with bands and set-in sections of silk or satin. Capes appear in such combinations as satin or silk with some woollen material, perhaps serge. Then, too, a number of early autumn tailor-suits are made of tricotine or serge trimmed with bands of woollen material in another colour. One autumn tailored suit seen was of navy blue serge, trimmed with bands of henna-coloured woollen material, softer in texture. Tan, grey, and taupe are all combined with navy-blue with unusual effect.

THE VOGUE FOR LACE.

One specially interesting feature of the autumn fashions will be the revival of the vogue

for lace. Real lace will lead the way, of course, although certain of the best imitation laces will undoubtedly hold their own. Evening frocks of all descriptions will be lavishly trimmed with it and some of them will consist of flounced lace skirts worn with bodices in coloured taffetas. Afternoon gowns will be arranged with long lace tunics and underslips of soft satin, while even the simplest little morning dresses will be adorned with collars and hems of real lace.

AUTUMN MILLINERY.

"Peacock green—or peacock blue, whichever you like to call it!—is going to be the colour for early autumn millinery!" declared a famous West End hat artist.

There is a most amiable variance about the hats which are being worn, and which are to be worn in the immediate future. The tiniest possible close-fitting toque, just a band of brown velvet with a crown of autumn leaves, stood next to a giant hat of black batter's plush trimmed with enormous painted quills. In one show-room, tammies still keep their favour, and hats of felt and velours are to be seen in all shades and shapes. White felt hats are being sold in great numbers at the best shops and will certainly be much worn during the autumn. There is more than a rumour, too, that the coming weeks will see a revival of "farmyard fashions" in millinery, and some striking models composed entirely of vividly shaded cocks' feathers are already on exhibition.

BLACK AND WHITE FAVOURED.

Black and white or navy blue and white are very favourite combinations in the newest millinery, while quills are making another bid for popularity—very lovely quills, too, are to be obtained, quite different from the old stiff, fawn-coloured item which we are apt to think of when such things are mentioned. A black straw hat, after the big flat-trimmed French sailor style



Green Linen for the Little Boy with Most Effective White Trimming



Party Frock all Pink Satin Ribbon Ruffles

JOTTINGS.

SUMMER-TIPPED SHOES.

A pair of dainty brocaded evening slippers, with wee sprays of roses on the toes instead of buckles, drew many admiring eyes to the West-End window in which they were displayed. Such flower trimmings are finding favour just now, but not every feminine foot can stand the effect—and if the flowers are the least bit faded the effect is horrible.

PEARL GRAPES.

Many jewellers are showing a praiseworthy desire to lift their art out of the conventional rut into which it so often falls. Recently seen was a beautiful pendant in the shape of a bunch of grapes with platinum leaves. The grapes were Scotch pearls of a delicate creamy mauve colour in various sizes. Everyone admired it, yet the same pearls set in the usual conventional pendant design would have passed unnoticed.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS: X.

After Ben Bunny had explained to his wife that he had traded his long ears for Scramble Squirrel's bushy tail, he decided to go out and learn how to climb a tree. "Surely," he muttered as he hopped along, for Nancy and Nick heard him, "I can climb now with those big ears off the top of my head and this nice tail to balance me." He hadn't noticed on his way out of his house that a tail had knocked over two chairs, and pushed all the pictures crooked. It kept Mrs. Bunny a whole day doing out the house again!

Ben decided on a hickory nut tree to make his attempt at climbing, but try as he would he couldn't get up any higher than a few inches.

"Shucks," he said finally. "This tail's no good! It's heavy and it pulls me down. Oh, goodness! There's Fleet the Fox. Fanny I didn't hear him before. How did he ever get so near? I'll have to hurry like everything now."



"Oh, goodness! There's Fleet the Fox. Fanny, I didn't hear him before."

Off he scampered to an old tangle of briars he knew about. He knew, too, if he could get there he would be pretty safe. He grinned a satisfied smile as he thought of something else too.

"Wasn't I wise to get rid of my ears, though!" he chuckled, running like anything. "They won't give me away now, as they used to, for they're safe on Scramble Squirrel's head."

He flopped into the thicket just in time, for Fleet was right at his heels.

But perhaps you've guessed what happened. Ben had completely forgotten all about his bushy tail which was sticking out behind him, and Fleet Fox grabbed it and bit off a good-sized piece.

"Ouch!" cried the bunny, shivering with fright at his narrow escape. "I don't like this tail at all, and I want my ears back! I shall go and see Scramble to-morrow."

Nancy and Nick hurried back to Scrub-Up Land to tell Rubadub, the fairyman.

(To be continued next Wednesday.)

FEATHER BAGS.

Apparently the feather bag is to be a keen competitor with the beaded variety, and certainly those seen are very pretty. The model of brown pedal straw, of bag looks rather like the breast of some beautiful tropical bird. The toys are of tortoiseshell which go extraordinarily well with the bright colours of the feathers.

NOTICES.

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BARCELONA	HAMBURG	PARIS
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BUENOS AIRES	LYONS	SHANGHAI
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Letters of Credit.Bills of Exchange negotiated and collected
Mail and Cable Payments effected.Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.HOW NORTH RUSSIA WAS
EVACUATED.SIR H. WILSON ANSWERS
CHARGES OF DELAY.

What Mr. Churchill describes as "a complete statement of the reasons underlying the various phases of the military operations connected with the British evacuation of North Russia," was issued recently as a Blue Book.

The Secretary for War observes, "The general policy towards the Bolshevik Government, of which the operations in North Russia were a single part, was settled by the Supreme Council of the Allies. Every important step in its execution was approved by the War Cabinet."

"Parliament was kept continuously informed at every stage to the utmost limit possible without compromising the success of impending or contemplated operations, and the House of Commons at every stage, by overwhelming majorities, approved the course that was being adopted."

A long memorandum, dated December 1 last, by Sir Henry Wilson, Chief of the Imperial General Staff, deals specially with the campaign in North Russia, from February, 1919, to the final withdrawal of the Allied Forces at the beginning of October.

"The outstanding feature of this year's operations has been the difficulty imposed on the military authorities, both in the theatres of operations, and at home, by the absence of any clearly defined policy on the part of the Allied Governments."

WHY WE HAD TO STAY.

"We could not withdraw in 1918 because we could not be sure of being able to remove the whole force from Archangel before the port was closed by ice. Moreover, we had obligations to those loyal Russians who had remained true to the Allied cause, and had thereby compromised themselves with the Soviet Government."

"The Allied Governments consequently found themselves committed to the retention of their contingents at Archangel throughout the winter."

"In no Allied country has there been a sufficient weight of public opinion to justify armed

intervention against the Bolsheviks on a decisive scale, with the inevitable result that military operations have lacked cohesion and purpose."

150 MILES' RETREAT.

"When it had been definitely decided to withdraw the British Forces, the fact of this decision having to be made public added immensely to the difficulties of the situation."

It involved a withdrawal of 150 miles in the face of an enemy who was fully informed of our intentions."

"The political situation in our rear was also such as to give cause for anxiety. The morale of North Russian Government and its supporters, which had never been brilliant, was seriously impaired by the knowledge of our intended withdrawal, while, on the other hand, all the forces of anarchy and disruption were encouraged to seize the opportunity of establishing us in the back at the critical moment."

"I do not care to dwell on what might have happened had the Russian mutinies occurred before the arrival of the two splendid brigades commanded by Brigadier-Generals Grogan and Sadler-Jackson. To anyone in the least conversant with the facts the charges that have been made in certain quarters—that the relief forces were not required—are simply grotesque."

UTTER MOONSHINE.

The charge that the War Office attempted to embark on a far-reaching project of invasion into the heart of Russia, and only drew back under the pressure of public opinion, Sir Henry Wilson characterises as "utter moonshine."

"From the moment of the arrival at Archangel of the first relief force, when the port first opened at the end of May, the process of evacuation commenced, and went on continuously to the full capacity of the shipping available until our final detachments sailed on September 27."

"Every opportunity was given to such of the population of the Archangel district as desired it to leave, and altogether some 6,500 were evacuated, whilst preparations had been made to remove three times that number."

"I think this country hardly realises how much it owes to the energy, devotion and skill of the

British naval, military, and air forces which have for so long sustained the credit of British arms amid the direst and most demoralising conditions. No praise is too high for the work of our commanders, Generals Maynard and Ironside, who, through the long, anxious months of last winter, carried a load of responsibility that would have crushed men of softer fibre."

POINTING THE MORAL.
Sir Henry Wilson concludes: "Finally, there is one great lesson to be learned from the history of the campaign."

"It began with the landing of 150 marines at Murmansk in April, 1918. These were followed by 370 at the end of May, which were in turn reinforced by 600 infantry and machine-gunners on June 23. From that time onwards demands for reinforcement followed each other without intermission, and our commitments steadily grew without our being able to resist them, until the British contingent numbered 18,400."

"The Mesopotamian campaign started with the dispatch of two brigades, and ultimately absorbed nearly 900,000."

"The six divisions with which we entered upon the Great War in France and Belgium swelled to 63 before victory was achieved."

"I think the moral of this is easy to point. It is that once a military force is involved in operations on land it is almost impossible to limit the magnitude of its commitments."

"In the present state of world chaos it will surely be wise to bear this principle in mind, for we may expect to receive continual appeals for troops from every part of three continents. I venture to urge that no such requests outside the British Empire may be accepted to by his Majesty's Government without the fullest and most careful consideration of the larger obligations which such compliance may ultimately involve."

A CANARY'S OBSEQUES.

New York, August 4. There has never been a funeral quite like that of "Jimmy" in Newark, New Jersey, yesterday. "Jimmy" was a canary, the bosom companion of an Italian cobbler, Emilio Rucananno. He died from over-indulgence in seasonal food. The dead bird was borne in a tiny coffin on a white hearse to the altar of a small church, where he was buried. A large number of mourners, including many of the cobbler's neighbors, were present. The cobbler's shop was draped in black and remained shut all day.

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MR. MORITA.
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JUST received a large Consignment of (1) LACTOGEN the most digestible food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-MCGRATH FLUID INSECTICIDE the Best Fluid for destroying Flies, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

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Limchingkee, from Amoy
William Dupee, Transport
President Grant c/o American
Consulate, from Tokyo.
Dashkov Passine Commercial
Company Tobolsk, from Vladivostok.

Toksinghang, from Shanghai.
Yuetai, from Shanghai.
Starice, from Kobe.
Brandenburg Furkowi, from
Vladivostok.
Chengstonghoi, 16 Morrison
Hill Road, from Peking.

N. LUND,
Act. Superintendent,
Hongkong, Sept. 9, 1920.

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Crone care Netherlands Trading
Society, from Amsterdam.
Crowe Seamen's Institute, from
Sydney.
Dallas St. Stephen's College,
from Leeds.

Standard, from Calcutta.
Ursulina, Hongkong Printing
Press, from Shanghai.

M. E. F. AIREY,
Superintendent,
Hongkong, Sept. 9, 1920.

WATER RETURN.

Level and Storage of water in
Reservoirs on Sept. 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

Reservoir	Level	Storage
Admiralty	100.00	100.00
Central	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

Reservoir	Level	Storage
Admiralty	100.00	100.00
Central	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
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North	100.00	100.00
South	100.00	100.00

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North	100.00	100.00
South	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

Reservoir	Level	Storage
Admiralty	100.00	100.00
Central	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

Reservoir	Level	Storage
Admiralty	100.00	100.00
Central	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00

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Central	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00
East	100.00	100.00
West	100.00	100.00
North	100.00	100.00
South	100.00	100.00

BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK
Capital \$4,000,000. Surplus \$1,100,000.
Head Office, New York, U.S.A.BRANCHES
SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

All Descriptions of banking business transacted.
Interest allowed on Current, Savings Accounts and Fixed
Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Com-
pany of New York Travelers Cheques, sold by us, payable
throughout the world.

N. E. MULLEN,
Acting Manager.

THE BANK OF CHINA.

(Specially authorized by Pre-
sidential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.)

Authorized Capital, \$60,000,000.00
Paid up Capital, 12,279,800.00
Reserve Funds, 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21
Connaught Road Central Branch-
es and Sub-branches all over
China and Correspondents in San
Francisco, Singapore and Tokyo.

London Bankers—The National
Provincial and Union Bank
of England, Ltd.

New York Bankers—Irrving
Trust Company.

Interest allowed on Current Ac-
counts and Fixed Deposits.
Terms on application.

Every description of Banking
Business transacted.

Loans granted on approved
securities.

Special facilities for Home
Exchange.

Interest on Fixed Deposits at
the following rates:—
For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYER PFI

Manager.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—

No. 2, Queen's Road Central.

Paid-up Capital, \$2,000,000.00

Reserve Fund, 200,000.00

Undivided Profits over \$100,000

Directors.

Mr. Wong Wai Tung, Chairman.

Mr. Chow Shui Shing, Mr. Kan Tung Po.

Mr. Li Kow Ching, Mr. Ma Ching Keng.

Mr. Yang Fung Sang, Mr. Wong Sun Fong.

Mr. K. K. K. Mr. Chan Chai Shui.

Mr. Ng Chang Lok.

Chief Manager—Kan Tung Po, Esq.

Asst. Manager—Li Kow Ching, Esq.

Every description of Banking and Exchange
business transacted. Loans granted on
approved securities.Interest allowed on Current Deposit Accounts
at the rate of 2 per cent. per annum and on
Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent.
For 6 months at the rate of 4 per cent.
For 12 months at the rate of 5 per cent.

KAN TUNG PO,

Chief Manager.

Hongkong, February 12th, 1920.

THE INDUSTRIAL AND
COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central.

Hankow Branch: Sun-ang Concession.

DOMESTIC & FOREIGN BANKING
SERVICE PROMPT.Current, Savings, and Fixed
Deposits bear interest at Rates
3%, 4%, 5%, respectively.

J. USING LY,

Manager.

Hongkong, 7th July, 1919.

MARTIN'S

A PIOL & STEEL

PILLS

A French Remedy for all Irritations
of the Urinary and Biliary Systems
of both sexes. It is a powerful
diuretic and purgative, and is
the best remedy for all cases of
catarrh of the bladder, gonorrhoea,
and all other urinary diseases.
It is also a powerful
purgative, and is the best
remedy for all cases of
constipation, biliousness,
and all other biliary diseases.
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constipation, biliousness,
and all other biliary diseases.

